

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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MIDWINTERS REPORTS

**SANDY
DOUGLASS**

**FATHER OF THE
FLYING SCOT
PART II**

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BAREBOAT
CHARTERING
CERTIFICATION**





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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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Photo: Scott Rosa





Giving Sandy his Due

John Domagala, FS# 5577, Southwest District



FLYING SCOT
SINCE 1957

This year we celebrate the longevity of our class. There are numerous people whom I credit for our sustained success. First and foremost on that list, however, is our builder, Gordon K. (“Sandy”) Douglass. Obviously without his efforts there wouldn’t be a class. Most of us, if we know his name, think of him as our class designer. However designing and building the Scot is the way Sandy wrapped up his career. Before creating the Scot, he was already an accomplished designer, builder, and sailor with 15 national championships to his credit. The Scot was the third boat, after the Thistle and the Highlander, that he designed.

As I think his career I can’t help but think of two quotes:

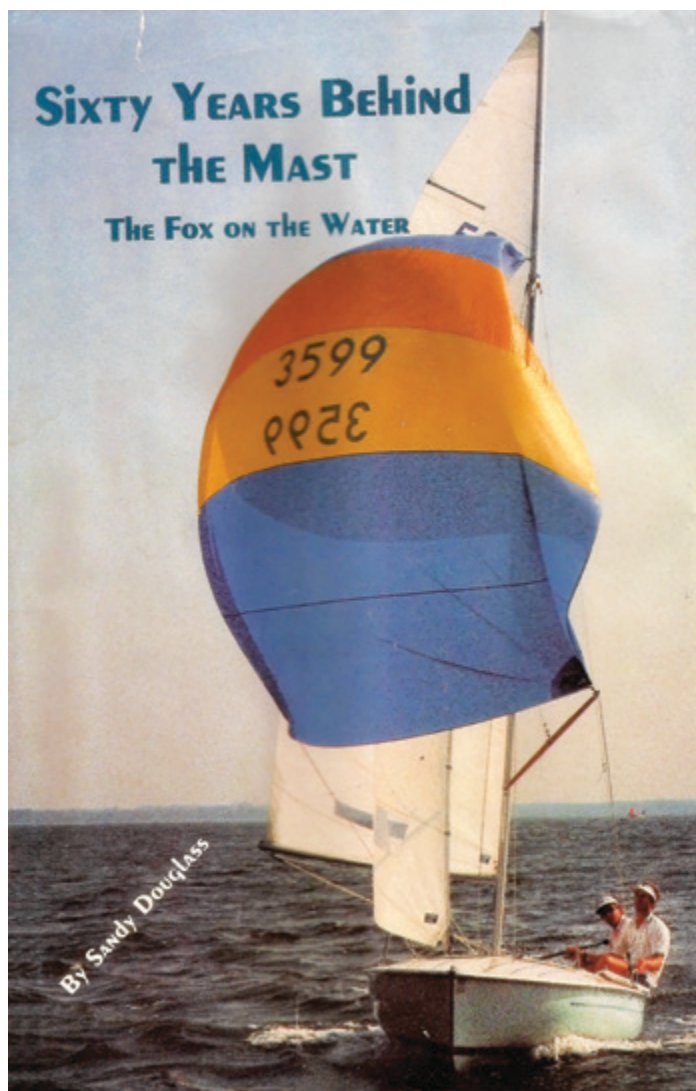
**“Once is an accident.
Twice is a coincidence.
Three times is a pattern” – Ian Fleming**

and

**“It is easier to design a boat,
Than it is to build a class” – Unknown**

It’s putting those two quotes together that you really get a feel for the significance of his successes. As I read his book, *Sixty Years Behind the Mast*, the Scot doesn’t make an appearance until the last sixth of the book. He was a pioneer in bringing the planing hull to the US and developing molded plywood methods for boat building. In 1957 Sandy mixed some of the old with the new. He brought a familiar hull shape, but traded in the molded plywood for fiberglass and launched the boat we now love. Knowing what parts of history to hold onto and what advances to adopt was something that he would deal with his entire career. We may all have one or two differences of opinion with him on specific choices, but his track record with class longevity seem to make the case for him. He was a leading voice on the strict one-design philosophy that has contributed to our strength into our 60th year.

Along with the class celebrations this year to mark our 60th anniversary, we nominated Sandy for the Sailing Hall of Fame. I had the privilege to cosign his nomination along with the presidents of the Highlander and Thistle classes. My thanks to Debbie Cycotte who did all the heavy lifting of researching the process and writing his nomination. Unfortunately, addi-



tional letters of recommendation are discouraged by the Hall of Fame, and there isn’t a ballot box to stuff. We’re counting on the combined 199 years his classes have sailed to stand out as a major achievement. We should get word later this summer as to if he will be included this year’s initiation class. It would be quite the honor to get in the first year he is nominated but I’m counting on our lucky number, 60.

Thank you Sandy for all that you did. 🚣

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

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

In 1945, after Sandy's wartime job as a lofter for the American Shipbuilding Company in Lorain, Ohio, he designed his first boat, the Thistle. Sandy had become a great friend and admirer of Uffa Fox, the famous English boat designer and racer that he met through sailing canoe racing. Influenced by Fox's International 14 design, the Thistle was the first boat built to take full advantage using an innovative molded plywood technique process so the designer was no longer limited by practical consideration to design for chine construction. This concept caught on quickly with the dinghy racers as it was light and fast. The Thistle Class Association held the boat to strict one-design standards, which also helped its popularity. Sandy debuted the boat at the annual Put-In-Bay race week in 1945 and the Thistle's sailing performance so impressed observers in the week long regatta that he left the island in Lake Erie with orders and deposits for 30 boats! As soon as the war was over and materials were available, the boat went into production. In order to build the Thistle, he joined forces with Ray McLeod, a painting contractor in Painesville, Ohio, who had just purchased a small yacht building yard. Their company, Douglass & McLeod prospered for many years. The Thistle Class Association is going strong today with over 4,000 boats built and an active association. The old "woodies" are still very competitive today racing against their newer fiberglass sisters. The popularity of competitive sailing led to two other designs for Sandy. Sandy realized that to build a boatbuilding business he needed to build boats with a broad

appeal. To him that meant family use. He believed that the more specialized anything becomes, the fewer people there will be to enjoy it.

In 1951 Sandy designed his next boat, the Highlander, which he launched that fall. The Highlander is a very powerful boat designed to be sailed with four men or two couples. Being a large and powerful boat, Sandy saw the limitations to her becoming as successful as the Thistle. Nevertheless about 1,100 Highlanders have been built and it is still popular in the South and Midwest. Sandy raced his boats constantly for his own enjoyment and as part of his relentless promotion of his designs and dinghy sailing in general. His involvement with both the Thistle and the Highlander classes ended in 1956 when he split with his business partner, Ray McLeod.

In 1957, Sandy was 52 years old and had 20 years of experience building wooden boats and felt the time was right to design another boat. This would be his third and final design: the Flying Scot, which has become the most popular and enduring of his boats.

Sandy's philosophy in designing and building the Scot centered on having a boat that was well built, but exciting and able to be sailed by a wide range of people, in size, number and skill. He always felt that a strict one-design boat was in the best interest of all purchasers, past and future, and was the truest test of one's sailing skill. He fought consistently to



maintain that concept, often when people were convinced that changes were "necessary." Advertised as the "culmination of the best features of the other Douglass designs" the Flying Scot quickly caught the eye of small-boat racers. The Flying Scot is larger, has more beam and is more stable than the Thistle. The prohibition of hiking straps was an effort to make the boat more competitive for smaller-sized people, like Sandy and his wife, Mary, who crewed for him for 30 years. With over 6,100 boats built and a continuous primary builder throughout production building high-quality sailboats they are one of the leading one-design classes in the US. A strong class association ensures strict one-design competitive racing to attract top caliber sailors. The class also enjoys family camaraderie and teams are

Continued On Next Page

often comprised of family members. The Flying Scot is also the only one-design class to host a Wife-Husband National Championship each year.

Sandy designed the Flying Scot for construction in the then new technique of glass-reinforced polyester, or fiberglass. His personal philosophy being a new boat should be introduced to the market to fill a void, and saw no reason to develop another boat in the size range of the Lightning until the advent of fiberglass. With its low maintenance compared to wood, and its design potential, Sandy now saw a reason to build an attractive alternative to the popular Lightning. Building the wooden prototype for the Flying Scot proved no problem but fiberglass techniques proved challenging. Fiberglass was first used during World War II and had been around for over 10 years when Sandy started building Flying Scots. In an effort to learn as much as possible about how to work with it, Sandy wrote to many of the leading manufacturers of fiberglass and resin asking for information. He also contacted many of the engineers and salesman who called on him. He soon discovered they knew little more than he did and later realized how little anyone knew at the time about fiberglass. Having split from McLeod, Sandy started his new shop in Mentor, Ohio, and his first major step was to prepare the prototype for use as a “plug” for building the fiberglass mold. There was enthusiasm from sailors for the new design: several sailors placed orders and put down deposits sight unseen and based only on ads Sandy had placed in the yachting magazines. To handle the new business, Sandy also hired a young man by the name of Eric Ammann, who knew nothing about fiberglass and little about boats but was soon Sandy’s invaluable assistant.

Soon Sandy had built 30 boats and the Flying Scot was a well-established, one-design class. IN 1958, however, Sandy had to move his factory, in large part because the State of Ohio condemned Sandy’s new house; they wanted to build a new highway, Interstate 90, through his living room. So Sandy Douglass and his family and Eric Ammann and his family all moved to Oakland, Maryland,

and Deep Creek Lake, where the factory remains to this day. The Gordon Douglass Boat Company’s new location was in an empty car dealership building. A major accomplishment included the Flying Scot being selected as the new official club boat for the Detroit River Yachting Association. Five years later the Gulf Yachting Association also picked the Flying Scot to be their official club boat. Sandy was gregarious, optimistic and had unflinching self-confidence. His life-long involvement in sailboat racing culminated in 1971 when he won his seventh Flying Scot North American Championship at the age of 67. He then retired from national competition.

Even though Sandy retired in 1971 (and died in 1992) the boat continues to be built in Deep Creek. Sandy sold the business to his faithful assistant, Eric Ammann and Eric’s wife, Mary. Harry Carpenter came aboard as a college student and in 1978 went to work full time at the shop. When Eric and Mary decided to retire in 1991, they sold the company to Harry and his wife, Karen. The Carpenter’s daughter, Carrie and her husband, Tyler will eventually take over when they retire giving the Flying Scot a bright future. This year is a big one for Flying Scots as the class celebrates their 60th Anniversary. ▲

Fun Facts about Sandy and the Flying Scot

- Two of Sandy’s designs, the Thistle and the Flying Scot, are among the most popular one-design racing classes in the United States.
- The Flying Scot was inducted into the American Sailboat Hall of Fame in 1998.
- As a small boat racer, Sandy was five-time North American Champion of the 10 Square Meter International Sailing Canoe, last time being in 1936.
- He was five-time United States National Thistle Champion in 1946, 1948, 1951, 1955, and 1956 and seven times the Flying Scot North American Champion in 1959, 1960, 1962, 1964, 1965, 1967, and 1971.
- Sandy also was a commercial and portrait painter, artist, writer, teacher, barbershop singer, town councilman, participant of Habitat for Humanity, a husband, a father and a selfless friend. In 1986, Sandy wrote his autobiography, *Sixty Years Behind the Mast: The Fox on the Water*.

CORRECTIONS

In the last issue of *Scots n’ Water* the following errors were made:

Page 10: In the story, *Multi Generational Regatta Honors Longtime Flying Scot Sailor Bob Gough* by Steve Comen, the first three photos should have been credited to Marie Nuchols, not Heidi Gough.

Page 14: the writer byline was incomplete, and should read as: Carrie (Carpenter) Andrews, FS#5419, Ohio District

Page 18: the caption identifying pictured individuals was left incomplete, the correct caption is:

“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.”

We regret these errors.



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A Couple Of Old Salts From Fleet 83 – FSSA Past Presidents Jim Harris and Paul Moore

Bill Vogler FS# 6140, First Vice President, Midwest District

Carlyle Sailing Association (CSA) Fleet 83 in southern Illinois has been the center of FSSA activities for many years. Multiple FSSA presidents, including Jim Harris, Paul Moore, Ted Glass, Bernie Knight and FSSA Chief Measurer, Bob Neff, have hailed from Carlyle. Jim, who still races Scots at age 86, and Paul who recently hung up his sailing gloves, graciously agreed to chat with me recently. Here are some of their reminiscences.

How did you get started in sailing Flying Scots?

Both Paul and Jim had relatively low-key starts in Scot sailing. Paul recalled a time watching sailboats on a reservoir in Oklahoma City, OK, when a boat came within hailing distance and the skipper offered him a ride. He loved it so much he bought a how to sail book and read it from cover to cover. While on his next ride, Paul realized he knew more about sailing than the host skipper, which convinced him to buy his own sailboat — a Flying Scot.

Similarly, Jim was motivated by a ride he took in a sailboat around 1971 with a colleague from the Monsanto Corporation where he worked in St. Louis, MO. Jim enjoyed his experience so much he sought a ride with a Y-Flyer sailor at nearby Lake Carlyle, IL, who suggested he purchase a Flying Scot. None other than Paul Moore helped him set it up and taught him about the boat. Forty years later, Jim is still sailing a Scot and is still good friends with Paul!

What drew you to the boat?

Paul cited the simplicity of the boat, that it was well built and stable. Jim spoke



Paul Moore with his son, Trey



Jim and Davis and his wife and crew, Betty Struckhoff

of the good combination between day sailing and racing. Both appreciated that fact that there were controlled specs and that it was ideal for inland sailing lakes with low waves.

What is your impression about the kind of people sailing Flying Scots?

Paul indicated that sailing a Scot was for people from every walk of life. The diversity of folks you would meet out on the lake made it so fun and popular. Jim thought Scot sailors were mature, understanding, gentlemanly/womanly, were folks willing to help, friendly, and the kind of people that would make you

feel welcome. FSSA was simply an outstanding organization and attractive to all kinds of people.

What were some of the most important issues that have come up over the years?

Both Jim and Paul talked of various technological issues with the boat and how important it was to keep the new and old boats similar. Paul remembered what an issue it was to change over from the old snubbing winch to a cleat for securing the jib sheet. Jim spoke of getting control over the misuse of illegal centerboards in racing as a big issue. Jim said, however, that the #1 issue for FSSA is membership. The reason the boat has kept its value is that a strong membership has exerted its will and interest in keeping the boat popular and the same over the years.

Did you ever meet or get to know Sandy Douglass? Impressions?

Paul said he had an arrangement with Sandy as a Flying Scot dealer, not only for selling boats but having parts and equipment available for folks in the Midwest who didn't have access to the factory. Today with UPS and Fed Ex, there is not as much as reliance on sailors like Paul who were "remote" Flying Scot, Inc. agents. For a long time, however, people relied on Paul for getting their boats fixed and rigged properly.

Paul described Sandy as a nice person, old school, not a braggart, and a good communicator with great thoughts and ideas. Jim recalled the time Sandy Douglass came to Lake Carlyle for an NAC and stayed a whole week. Given that Jim was regatta chair, he spent considerable time with Sandy and got to know him fairly well.

Jim described Sandy as a hard-headed Scotsman, i.e., he was single minded and focused on his ideas, which helped him in his success.

Any good sailing stories?

Jim talked about the time at a Lake Carlyle regatta when local Scot sailors broke a Florida record for having the most people aboard a Scot without it sinking. Despite Jim's apprehension, thirty-two people with a keg of beer climbed aboard his new boat before it started to sink. To Jim's knowledge, the record still stands!

Paul's favorite stories centered around having his family sail with him including his daughter and two sons. His older son Trey and Paul traveled extensively around the country attending regattas as far away as Connecticut, Florida, North Carolina, Texas and even Canada. He said his son Barry still sails occasionally in the Dallas area.

One story which came up was about the Fleet 83 couple for whom the NAC True Love Trophy was named, former FSSA President Ted Glass and his wife Florence. Prior to an NAC race on a particularly windy day, Florence was concerned about being physically overmatched as octogenarians. Her comment revealed the nuanced relationship the two had aboard their boat. "Gunner" she called him, "I'm going to give you two gybes today," she said. "Use them wisely!"

What were some of the great regattas you went to?

Both Paul and Jim described having fun at various FSSA sanctioned regattas but singularly described the Glow in the Dark regatta hosted by the Hartman brothers in the Champaign, IL, area as being a favorite. It was a non-traditional regatta where there were no entry fees, free food and drink, winners but no results posted, and no protests allowed short of a tongue in cheek \$500 filing fee. If you did file a protest, you would not be invited back the next year! It was all meant for fun with the emphasis on participation and not having any pressure to win. Prizes were most unique including a toilet seat for winning the "party" trophy and a hooky set of neon colored sails for the overall winner who had to use them at the next year's regatta. The regatta also included things like skits, Reggae dress up contests, pumpkin carving and a wedding (Jerry and Sunshine Hartman).

Have any good place finishes at NACs or other regattas?

Both Jim and Paul modestly described themselves as competitive but not great!

Any other thoughts?

Both Paul and Jim just wanted to convey how fortunate they had been to have aligned their lifetime recreational pursuits with Flying Scot sailing and the folks surrounding it. The reason Flying Scot sailing had worked for them was that it appealed to so many of their personal and human interests. Scot sailing was social (many friendly folks), physical (you could get a workout), cognitive (sail trim, tactics and strategy), and emotional (the joy of competing and connecting with nature). This experience has worked out wonderfully for them! 🏴‍☪️

Foundation Helps Promote the Class

Larry Taggart, Parliamentarian,
FS#5510, Gulf District

Thanks to funding from the Flying Scot Foundation, two wing banners (pictured right) have been purchased to help promote the Flying Scot Sailing Association at major Flying Scot events. They were premiered at the recent Midwinter Championship Regatta in New Orleans. Part of the rationale to purchase these banners was the recognition that we do not do enough to promote our own organization and class at our large regattas.

The banners stand some 13 feet off the ground and are hard to miss! They can be easily collapsed and folded into carrying cases for transportation to our major events.

In addition to FSSA contact and social media information, the banners depict both the casual and racing aspects of the Flying Scot as well as a modified 60th Anniversary Logo that indicates how long the Flying Scot had been in existence.

The support, which is consistent with the "advertise and promote the sport of Flying Scot sailing and recruit new members" component of the mission of the Flying Scot Foundation, is sincerely appreciated! 🏴‍☪️



Ephraim's Fleet 44 Had Strong Showing at the 2017 Flying Scot Midwinters in New Orleans

Nancy Claypool, FS# 5945, Midwest and Gulf Districts

Ephraim's Flying Scot Fleet 44 and friends of Fleet 44 had a good showing at the Flying Scot Midwinters held at Southern Yacht Club (SYC) in New Orleans, held on Sunday, March 12 - Thursday, March 16th. Attending were: Ryan Malmgren, his wife, Stacey Rieu, and his crew, Stefan Peterson; John Peterson, crewing for Ben Williams from the Clinton Lake Sailing Association in Illinois; Deanna Peterson, volunteering on the Race Committee; Michael Faugust and Jennifer Ikeda Faugust; Nancy Claypool with crew, Frank Collins, from New Orleans; Carol Claypool, crewing for Dave Safirstein from Lake Norman Yacht Club in North Carolina; and Carrie Berger crewing for Larry Taggart.

Ryan and Stacey, along with the Petersons, the Faugusts and Ben Williams all rented "the house on 14th Street" through EYC friend and SYC member, Dan Baird. Ryan and Stacey arrived early to spend a little time in New Orleans before the event. They were able to enjoy beautiful spring temperatures in the 70's. The Faugusts drove overnight Friday to arrive mid-day Saturday. After a brief power nap, Mike was ready to head to the club to put

together his brand new Flying Scot, which the Faugusts had picked up at the Strictly Sail Boat Show in Chicago in February.

Nancy, who is also a member of the host club, spent the day welcoming sailors and helping visitors set up their boats. Meanwhile, back on 14th Street, Stacey was busy making her legendary homemade spaghetti and meatballs for dinner; Jennifer got a second wind helped prepare side dishes, and Nancy contributed New Orleans chocolate Doberge cake with Pralines and Cream ice cream for dessert. After dinner, Nancy and Ryan went to the airport to pick up Stefan. Stefan, who will be the EYC's 2017 Head Instructor, was dubbed the "rock star" crew since rock star crews just fly in at the last minute and show up to race.

On Sunday morning, we woke to rain and a 30 degree temperature drop. The frigid temperatures that were threatening the north and New England (along with a winter blizzard) had dipped into the South. Winds were out of the north with plenty of waves, chop, and whitecaps rolling across Lake Pontchartrain. No one was interested in going out in the cold and rain to race. The practice races that were scheduled for early afternoon were cancelled. By 3:30 that afternoon, the rain had stopped and the winds, while still high, had moderated. A couple boats went out just to sail in the chop and make sure their boats were set up properly.

At the Sunday evening was the Welcome Party the tables were covered with Mardi Gras beads and Nancy and Carrie reprised the "Nancy and Carrie Show," which involved giving away numerous door prizes from sponsors and

Flying Scot friends, interspersed with "special Mardi Gras throws" to skippers and crew. One of the most coveted prizes was 50 feet of the latest and greatest main sheet line donated by Flying Scot, Inc.

Monday was still wavy and choppy with still, unseasonably cool weather. There was not much sun and the wind was blowing out of the NNE steady at about 12 knots. With few exceptions, most racers were wearing layers under their foul weather gear. Another super duper rock star crew, Carol Claypool, flew in Monday morning wearing her sailing clothes on the plane. Her skipper had the boat in the water ready to go, but her plane was delayed so they missed the first race.

The first race was a four-leg windward/leeward with a small wind shift between the first upwind and second upwind legs. It was difficult to tell which side of the course was favored, but it turned out to be the left side. The winner of the first race was Rod Steiffel of Bay St. Louis Yacht Club (MS), sailing with his son, Roddy. Zeke Horowitz of North Sails (currently out of Annapolis, MD), sailing with his dad, Jay, was second. In the second race, Carol and skipper, Dave Safirstein, came out hot, rounding the first weather mark in second. The race was shortened to three legs because of an impending storm and they finished well enough to be in fifth place overall for the day.

Zeke won the second race and was in the lead at the end of the day. Racers came in for a keg of beer and participated in a debriefing hosted by North Sails. In each of the debriefings, Zeke asked the top sailors from the Championship and the Challenger divisions to speak about what they did



Mardi Gras beads make festive table decorations.

Photo: Eric Bussett

Sailors from the Midwest (mostly Ephraim) include, front row from left: Nancy Claypool, Jennifer Ikeda-Faugust, Mike Faugust and back row from left: Stacey Rieu, Ryan Malmgren, Stefan Peterson, Ben Williams, Carol Claypool, John Peterson, Deanna Peterson, and Carrie Berger.



well and provide tips to others. He always does a good job facilitating the debriefs and also makes sure that the crew has an opportunity to contribute their comments.

Monday night was a night off from scheduled activities at the club. The Fleet 44 group headed to Drago's for their award-winning charbroiled oysters and other Louisiana seafood. John Peterson was initially a little hesitant about eating cooked oysters since he was under the impression that purists only eat raw oysters, but he quickly changed his mind. After taking his first bite of a charbroiled oyster, he exclaimed, "I didn't know that they'd be like this!" and ordered another dozen. Meanwhile, Stefan tried raw oysters for the first time. He was given more advice than he ever wanted about how to eat them. He tried the oysters several ways and decided he preferred them with homemade cocktail sauce and crackers. After dinner, the group trekked Uptown for an architectural home tour, including a quick tour of the Garden District, followed by a tour of Dan Baird's converted sail loft and Nancy's converted side-hall shotgun.

Tuesday was in the 50s, but with sun, which helped. The wind was blowing above everyone's comfort zone with four-foot waves, so the Race Committee postponed for an hour. By the time boats headed out, the waves appeared to have dropped to three feet with the wind at 15, but three Championship boats decided not to race. The first race was a four-leg windward/leeward with 1.2 mile legs. The

wind stayed steady and the crews worked hard. Tom Miller and his wife, Melissa, of Dallas won the third race with Paul Lee and his wife, Gabrielle, of Detroit taking second. The Race Committee set a five-leg course for the second race, but with .7 mile legs. The wind was slightly less, but it was still a workout day for most. Zeke Horowitz won that race followed by EYC's Michael and Jennifer Faugust in second. Skippers Tom and Michael were speakers at Tuesday's debrief.

Tuesday night was the seafood boil at SYC. Because of the cold weather, the event was moved indoors. The racers' appetites were hearty as they enjoyed all-you-can eat oysters, crawfish, shrimp, corn, potatoes and sausage. Everyone had a great time eating and socializing.

Just when the locals thought the weather could not get worse, participants woke to temperatures in the 40s on Wednesday with the wind chill in the 30s, even with the sun out. Still, looking on the bright side, those from Massachusetts were grateful that they were not at home in the middle of the big snow dump that was moving across the northeast. For the early birds who came out to the club, Café du Monde brought their food truck to SYC and handed out café au lait and hot, beignets covered in inches of powdered sugar. Eating beignets was another first for Stefan who connected the dots and now knows where the Berger family came up with the name "Beignet" for their naming rights to one of EYC's 420s.

After polling the competitors, it was decided to postpone until 1 p.m. with the hope that the temperature would warm up. The good news was the temperature rose a little. The bad news was that the wind was dying. By the time the races got started, it was challenging trying to find the pressure. Boats were all over the map. Some boats went from first to last, just sailing into holes. The second race was not much better, even for those who sail on inland lakes. There were times when you didn't know whether to have your spinnaker up or down or what tack you should be on. Zeke Horowitz won the first race. Rod Steiffel was OCS, didn't have a VHF radio with him and therefore, did not hear that he was over the line. He made a very belated return to the starting line, and finished 14th. He made up for it on the second race by winning it.

Wednesday night, the Petersons and Ben Williams headed down to the French Quarter to walk on Bourbon Street and head over to Mr. B's on Royal Street for barbecued shrimp and redfish. The Faugusts, the Claypools, Dan Baird, and Dave Safirstein headed to Mandina's, a local favorite that serves homestyle Creole dishes.

Thursday, the temperatures started to climb into the 60s with the sun out most of the day. The winds were in the 10-12 range, which made for less chop and better conditions. Racing started at 11 a.m. on the last day and the racers got in two great races — the first was four legs and the last was five legs. Again, while people were trying to figure out where to go, it appeared that the pressure was on the left again. Zeke Horowitz won both races, with Ben and John taking a second in Race 7 and Michael and Jennifer taking a second in Race 8.

It was terrific that the Race Committee was able to get in all eight races, despite the weather challenges.

The regatta ended with a cookout and trophy presentation. Zeke Horowitz won the Championship division. But, "the house on 14th Street" placed well. In the top 10, Michael and Jennifer Faugust placed seventh; John Peterson and Ben Williams were fifth; and Ryan Malmgren with Stefan Peterson placed fourth in a very competitive field. Congratulations to all! *Laissez les bon temps rouler!* 🏆

A Flat Tire, a Snowstorm and Then Came NOLA – *Laissez Les Bon Temps Rouler*

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

I was badly in need of a vacation so it was a relief that two days before Greg and I were scheduled to leave for New Orleans, I got medical clearance to travel. It didn't matter if we raced or not, it only mattered that we could go. In a sneak peak, I will report that we raced all four days and ALL EIGHT RACES! But it didn't start out so well. On Thursday night when Greg was on the way to pick me up at the restaurant where we were having dinner with my friend Amy, he had to change a flat tire on the trailer. He reports that with the tools he has, it was pretty easy, he was done pretty quickly and there was really not much of a delay. We were able to get to Pennsylvania that night as expected.

The next morning, it was snowing on our boat! Mother Nature really wanted to remind us that this was the Midwinters after all. While we were not that happy to see the snow, we knew we would be away from it soon enough and we did not let it dampen our mood. We got to Tennessee Friday night and decided that was far enough and we'd go the rest of the way the

next day. Saturday afternoon we arrived at Southern Yacht Club to a great welcome from one of our favorite people Nancy Claypool! As usual, she made us feel right at home and pointed us to where we could put our boat, Kachow. We dropped off the boat and headed to Rose Manor, a lovely bed and breakfast just three minutes from the Club. Our hosts at the B & B, Peter and Ruby, also made us feel like we were right at home. We discovered that three other Flying Scot couples were staying there – John and Susan Domagala, Bob and Nina Cummings and Tom and Melissa Miller — so it was a great place to stay. We shared stories at breakfast every day and really enjoyed our time there.

Sunday we had the FSSA Executive Committee and Board of Governors meetings in the morning, so I was there doing that work while Greg did the heavy lifting getting the boat ready. It was great seeing everyone at the meetings and after the meeting, it was fun going out and meeting up with so many friends we had not seen all winter! And we got to see the unveiling of Eric Bussell's brand new Flying Scot,

“Wild Card,” that was delivered right from the factory. So we got to see Harry and Karen Carpenter, Carrie and Tyler Andrews, and their baby son William – best behaved baby ever! And Coral Reef Sailing Apparel was there with the 2017 Midwinters apparel, their usual line of other gear, and the very special Flying Scot 60th Anniversary apparel.

As always, Southern Yacht Club with Regatta Chair Larry Taggart and Race Committee Chair Wallace Paletou and their great teams go all out when they host the Flying Scots for the Midwinters and this was no exception. The registration team was all smiles making us feel quite welcome. And Sunday night's welcome party included some nice words from Regatta Chairperson Larry Taggart, FSSA President John Domagala, and SYC Commodore Scott Sonnier, along with some fun raffle awards from our sponsors. Nancy Claypool and Carrie Berger make it even more fun with their antics and lots of people went home with items



from Flying Scot, Inc., MAD Sails, North Sails and Coral Reef Sailing Apparel, and lots of Mardi Gras items.

There were 30 specially made Midwinters bar glasses with the 60th Anniversary logo given as special awards. These included the teams attending their first Mid-Winters, the three skippers age 70 and over, the youngest skippers — who were 27, and the seven to get to NOLA. Greg and I drove the furthest, about 1,500 miles. To top off the evening there was the hors d'oeuvres buffet with New Orleans fare that was so yummy and filling that you didn't need to eat supper after that! We had a great group of sailors at the Midwinters this year. There were eight husband-wife teams; a father-son team, two son-father teams, and another father-son combination who were crewing for competing skippers; five guy-gal teams; and one lady skipper, SYC's and EYC's own Nancy Claypool; and lots of other great folks!

Our first day of racing on Monday was challenging and fun and we got to fly our brand new pink and purple MAD spinnaker! We didn't get much sun, but there was no rain and it was in the 60's, which felt nice and warm to us. With the NNE wind blowing steady at 12, the SYC Race Committee got us started right on time at 1200 hours with a rolling start, Championship followed by Challenger. The first race was a 4-leg Windward-Leeward with a small wind shift between

the first upwind and second upwind. Most boats went left but those that went right in this race seemed to make out ok. For the second race, the wind shifted right at the start and made for a confusing beginning to the race. On the first downwind, the wind had died down significantly and the race was shortened to three legs. For some of us that was not so great, but others made out with the shortened race. After racing came the free beer, thanks to our sponsors! And to top that off, Zeke Horowitz from North Sails hosted a great debriefing. Lots of questions, lots of information about sail trim - when do you use weather sheet, when do you trim the main? We could not wait until we could get back out again the next day!

The conditions were totally different for Day Two. It was in the 50s but SUNNY so that made a huge difference. The morning started out with the wind blowing above everyone's comfort zone and some 4-foot waves, so the Race Committee postponed for an hour. By the time we went out, it was blowing 15 or so with 3-foot waves and it seemed a bit more civilized — still three teams decided to stay ashore. The Race Committee started at precisely 1300 hours with no further postponements. The first race was a 4-leg windward-leeward, with 1.2 mile legs and the crews were working pretty hard. The wind stayed

steady and there were no course changes needed. The race lasted a little over an hour, and I was thinking I could not do another one, but we stayed out! The second race was a 5-leg windward-leeward with 0.7 mile legs. But by now the wind was steady at about 11-12 so the second race was a bit easier than the first. In the evening we had the famous Seafood Boil and Oyster Bar, sponsored by Flying Scot, Inc., that is always a big hit!

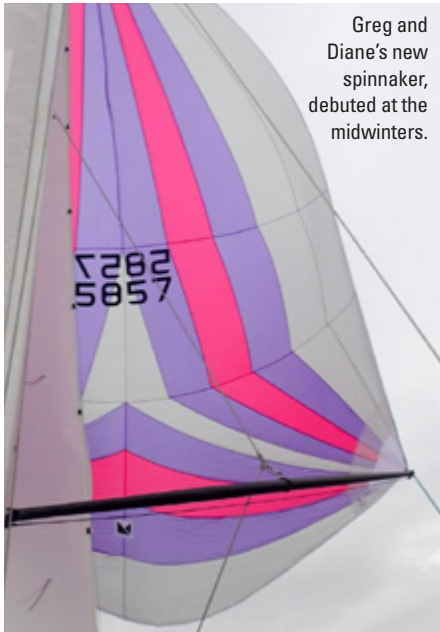
On Wednesday, it sure was chilly in the morning! But we got warmed up with beignets and coffee from the famous Café du Monde — thank you Bob and Burt! It was 48 degrees but felt like 39 with the wind chill, even with the sun poking through the clouds. After polling the competitors, it was decided to postpone for an hour. When we left the dock, it had reached the 50s with the wind at 8-10 directly from the north. We were cold going out, but worked hard enough on the water and managed to stay warm — and luckily the sun stayed with us the whole time. Once again the Race Committee got Race 1 started right on time at 1300 hours with a 4-leg windward-leeward with .7 mile legs. You could almost see the lead change every time a boat tacked and realized it was a mistake. Some of

...continued on next page

Zeke Horowitz (FS# 4901)
leads the fleet on a gorgeous
day. Photo: Diane Kampf



Photo: Diane Kampf



Greg and Diane's new spinnaker, debuted at the midwinters.

Photo: Larry Taggart



Another New Orleans Midwinters tradition: seafood boil!

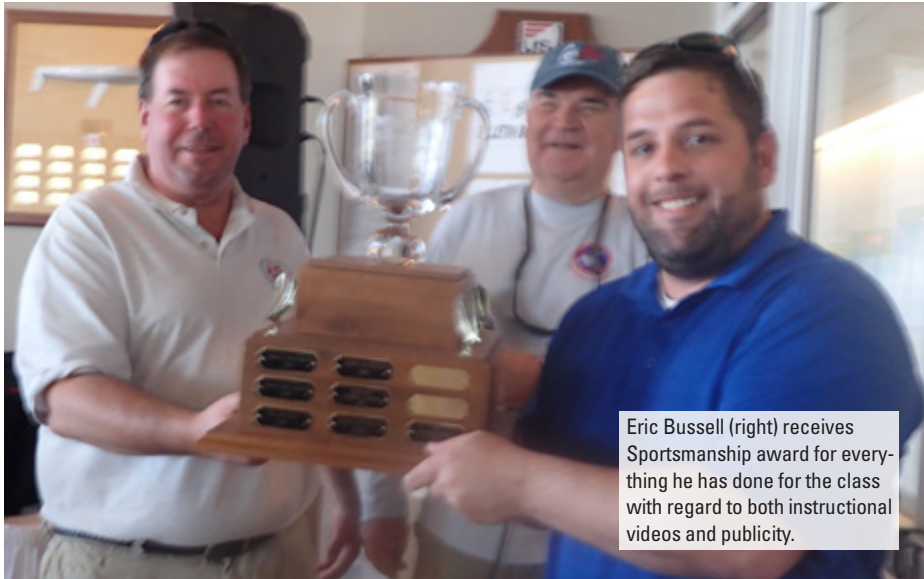
us managed to get it right and stay in the pressure but some boats went from the beginning of the fleet to near the end of the fleet in one tack. And some lucked out and had the opposite happen. We waited a while for the second race after the wind we had seemed to disappear. We finally got enough wind to start a race, a 4-leg windward-leeward with .35 mile legs. After the first six boats rounded the first windward mark and put up spinnakers, they seemed to stop in their tracks as two boats that did not raise chutes passed them all, one below and one above. Most boats put their spinnakers up and down several times during this race.

On the fourth and final day, Mother Nature was kinder with, temperatures in the 60s and sun most of the day. With an east wind at 10 -12, there was not much chop so it was a little easier on the boat and the crew. On the way out there was just not much wind but by the time we reached the Race Committee boat, all was well. The Race Committee started right on time at 1100 hours and gave us two great races, one 4-leg and one 5-leg windward-leeward. There seemed to be more pressure on the right and it seemed to be favored but some boats went left and still made out. The Championship boats were really spread out but the Challengers were close at every mark and both finishes. This was one of the few times all of the eight scheduled races were sailed, and the second in a row for SYC – congrats to SYC and its regatta committees!

A very special treat at the Midwinters is the opportunity for the competitors to vote for one participant to receive the Allen Douglas Sportsmanship award. It is given in memory of Mr. Douglas, a long time Flying Scot sailor, to a person who showed exceptional sportsmanship at this event. This year the award was given to Eric Bussell who personifies the spirit of this award! Congratulations to Eric who is tirelessly working to participate in and provide publicity for our events and for the whole Flying Scot class. His videos on technique are legendary.

The final racing results: The Championship winners are (1) Zeke and Jay Horowitz (Florida), (2) Rod and Roddy

Photo: Diane Kampf



Eric Bussell (right) receives Sportsmanship award for everything he has done for the class with regard to both instructional videos and publicity.

Photo: Diane Kampf



Jackie and Bruce Cattanach of Lake Lanier take delivery of their new centerboard from Greg Kampf

Stieffel (New Orleans and Bay St. Louis), and (3) Tom and Melissa Miller (Texas). The Challenger winners are (1) Tom Clark and David Bergevin (Tennessee) who won the tiebreaker over (2) Greg and Diane Kampf (Massachusetts), and (3) Burton Shepherd and Audrey Duffell (Texas). Full Results can be found on the FSSA.COM website under Regatta Results.

Well, Greg and I were pretty tired after four very full days of racing but drove home pretty satisfied that we had done our very best and we look forward to our season starting up north. We took a side trip on the way home and stopped in Atlanta to deliver a centerboard to Lake Lanier Sailing Club. It was great to see the growing Flying Scot Fleet at Lake Lanier. But we were especially thrilled to meet up with old friends Jackie and Bruce Cattanach and had a great time catching up — we had so many stories to share that we almost forgot we needed to get home! We finally made it home with one seemingly never-ending snowstorm to drive through and we had a driveway



Sailors enjoying one of many traditions: beignets delivered to the club!

full of snow greeting us when we got there. It was late at night, but Greg got out the snow thrower and cleared out the driveway so we could get the car and boat put away for the night.

Thanks again to Southern Yacht Club for a great event. One more Midwinters is in the books and we look forward to the NAC at Sandusky this year. Hope to see you all there! 🏆

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And Then the Squall Came to the 67th Annual Massapoag Yacht Club Regatta

Diane Kampf , FSSA Web Editor, FS# 5857

Photo: Scott Rosa



Regatta chair Diane Kampf and Skipper Greg Kampf.

We had another wonderful turnout at the 67th Annual Massapoag Yacht Club Regatta, with 57 boats participating. There were 16 Flying Scots, 6 Day Sailers, 4 Comets, 8 RS Aeros, and 22 Sunfish — an amazing sight on the water! This was the first time welcoming Comets to our regatta and the teams who came were great fun! It was particularly neat seeing the Wojtaszek teams in their Flying Scots, Eric with his daughter Sophia and Eric's



Photo: Sara Buruchian

Squalls are always exciting!

dad, Ed, with Eric's other daughter Abby.

Our PRO Gary Werden, a member of our club and coach of the successful Sharon High School Sailing Team, did a great job, as did his crew, keeping fleets separated using trapezoid courses. The finish boat had quite a task assigned to them keeping all the finishes straight but they did a super job; we got everyone scored and got the results up pretty quickly. The Race Committee and Race Support crews were all members of Massapoag Yacht Club and we're very proud of the job they do!

We had our fun welcoming party Friday night, hosted by Margy Davidson, with lots of great dishes prepared by our members, along with hamburgers and hot dogs on the grill and plenty of beverages. We sold lots of shirts and hats supplied by Coral Reef Sailing Apparel, and we were happy to work with them once again. We traded lots of stories and didn't want to leave for the night but we all knew we had to get up early in the morning. We had several tent campers, while Greg and I were in our comfy travelling regatta-mobile, our 1999 Roadtrek that is still going strong after several local regattas and years of national events.

On Saturday we had a nice sunny 70+-degree day that even hit the low 80s. The breeze was a little light but finally grew to 10 MPH from the southeast. We were able to get in four races for the Flying Scots with a nice breeze most of the day. With 16 boats on the water, places were changing often and Greg and I were just one point out of second place. It was hard to get ahead of John and Connie Eckart, although a couple of us accomplished that in the third race ... John and Connie were first in all the other races!

Our now famous cocktail party, hosted by Marjorie Newman, featured lots of scrumptious hors d'oeuvres made by our members, and as usual you could fill up just on the appetizers. The food from Roche Brothers was excellent as always and we enjoyed "lobstahs," steak tips and chicken. That feast was followed by our annual make-your-own sundae bar that is always a hit for kids of all ages.

It was great to meet all the Comet sailors and lots of other new guests who had not been at Massapoag before. And as



Above:
Listening to the
regatta chair
before the
regatta.

Right: Regatta
winners John
and Connie
Eckart.



Photo: Scott Ross

always, it was great to catch up with old friends. The stories are always so much fun, no matter how many times we hear them. And even as they change a little over the years! My brother and his wife and my daughter and her family joined us for dinner, so it was extra special for us. For years we had celebrated Mom's birthday at this regatta, and since Mom passed away in 2015, we decided to keep this great tradition going.

Sunday started out a little cooler in the 60s, but it promised to warm up over the course of the day. There was also a little more wind than we liked, 18 MPH or so, and we polled the participants with most deciding to go out. We finished one race and I noticed dark clouds in the distance. I told the Race Committee that the Flying Scots were done and we headed in. The second race was starting when the squalls came along with some rain. As we were sailing in there were about 15 boats over — 2 Scots, most of the Day Sailors, several Aeros and several Sunfish, though the

Comets all remained upright. The capsized crews and boats were taken care of by MYC rescue boats, other sailboats and MYC members going out in dinghies to boats near the dock. One boat even caught a fish when it was righted and we all had a good laugh at that one!

I am happy to say that no injuries were reported, although there may have been a few minor injuries that folks tended to themselves. However, a few boats will need some new parts. The Sharon Police and Fire Departments checked in to make sure everyone was safe and to see if we needed any help. We were asked to formally account for every participant so I painstakingly went around and found each and every person registered for the regatta as well as Race Committee and Support Boat crews. I was required to show proof that the people who were not there on Sunday had gone home on Saturday night. Eventually I was able to report that everyone was accounted for.

...continued on page 23

My Experience: Bareboat Chartering Certification

Bill Vogler, First Vice President, FS# 6140, Midwest District



Bill on the dock, with Jill in the background waving

One of the beauties of Flying Scot sailing is that the skills learned in the 19-foot open cockpit boat transfer well to bigger boats in larger sailing venues like the Caribbean and/or places like the Mediterranean. My wife, Jill, and I have enjoyed sail cruising trips to the British Virgin Islands (BVI),

West Indies, and a 330-mile jaunt from Mackinac Island to Chicago on different occasions.

Recently, a bareboat chartering (you skipper the boat yourself) opportunity presented itself when a longtime Lightning class sailing aficionado called with a proposal of a lifetime. "How about a sail cruising trip to Sardinia this Fall?" It seems that a young son of Lightning

sailors was marrying a Sardinian woman and the wedding was in September. We could attend the wedding on a Saturday then cruise for a week in the northeast corner of the second-largest island in the Mediterranean. The island has a great history and has been inhabited by early Italians, Greeks, Carthaginians, Romans, and Moors to name some and each have left their cultural prints.



Bill (left) and Jill, with instructor Nordie Norwood, learning navigation

Two Girls and a Dog...

Dan Goldberg, FS #4991,
Ohio District

As part of our 60th anniversary, our editor requested articles about some of our earlier experiences with the boat or class. So I thought you might enjoy a story from a North American Championship (NAC) many years ago.

Some of you may remember the late Graham Hall, who was an excellent sailor and coach. He routinely finished near the top at Mid-Winters and NACs. He always like to make such events a family affair, and would often bring his then pre-teen daughters and their dog to the events. At one NAC, he decided to take his daughters and dog out for a sail before the first race of the day. However, his timing was off, and he realized he could not get back to the dock in time to get the girls and dog off, and pick up his racing crew. So he sailed the race with the girls and the dog. And they finished very high in the races that day!

Meanwhile, prior to the racing that day, a previous Scots 'n Water editor asked me to interview one of the top sailors in the class (not Graham), who typically finished very high at national regattas, and who had previously won a NAC. He and his crew also did well in that race, although they finished just behind Graham. As I approached them for the interview, they were looking very disappointed, which I couldn't understand since they were in very good position in the regatta. So I hesitantly asked them what was wrong. The skipper replied, "We did have a good race, BUT WE WERE BEAT BY TWO GIRLS AND A DOG!" We did go through with the interview, which was published in Scots n Water. Frankly I don't remember anything about it. But I'll never forget his response to my initial question. 🐾

While several chartering companies offer services in Sardinia, we chose one known as the Moorings/Sunsail as we had used them before in the BVI. It seems, however, that there is a licensing requirement to cruise in the Mediterranean. One cannot simply rely on a great sailing resume to charter a boat, one must have a specific certification. A skipper must have a sailing license approved in their country of origin e.g., in the US, an IPC or International Proficiency Certificate, America, which has a prerequisite of the American Sailing Association (ASA) 104 course (Bareboat Cruising Made Easy) or US Sailing (Bareboat Cruising Course).

Not having a license or these licensing courses, I embarked on a mission to find a way to obtain them. While three courses presented themselves in the Midwest (Chicago, St. Louis/Lake Carlyle IL, and Paducah, KY/Kentucky Lake), none were immediately available or needed prerequisite courses I didn't have (e.g., ASA 101, Basic Keelboat Sailing; ASA 103, Basic Coastal Cruising). Luckily, I located an ASA 104 course taught by Flagship Sailing right away in April, 2017, in Tampa, FL which allowed me to "test out of" the 101 and 103 prerequisites at the same time.

Flagship Sailing in Ruskin, FL, is owned and operated by Nordie Norwood a USCG licensed Coastal Captain and ASA Certified sailing instructor through ASA 106. He is a former fighter pilot who served over 30 years in the US Air Force and rose to the rank of a two-star major general and was deputy chief of staff/United Nations Command in South Korea. As you can imagine, as an "ex military," his course was very much by the book and very thorough, though it was also enjoyable and relaxed. We covered various topics such as cruising boat systems, sailing skills, seamanship, navigation and weather, safety at sea, and living aboard. We lived and slept aboard his 31-foot Catalina for three days, anchoring out one night in a large tidal area of the Manatee River near Tampa Bay FL. One of the required skills was to demonstrate a sudden and unexpected man overboard rescue drill during which I used my Flying Scot circling skills learned from doing penalty turns at Scot regattas!!

Having completed the written exam at the end of the course, I am now qualified to obtain my International Proficiency Certificate (IPC) and hope to enjoy many years of bareboat chartering in both the US and overseas. One thing I want to stress is that I recommend certification not just as a hoop or hurdle to get out of the way so you can now do some fun sailing but rather a useful tool making your travels more efficient and safe. Smooth sailing! 🐾

STARTING LINE Calendar Of Monthly Events (FROM JUNE 2017 TO SEPTEMBER 2017)**Regatta:** 2017 Egyptian Cup Regatta**District:** Midwest**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:** Berlin Yacht Club Annual Invitational
Regatta 6/17/17 - 6/18/17**District:** Ohio • **State:** Ohio**Date:** 06/17/17 - 06/18/17**Email:** tdawson547@icloud.com**Regatta:** Douglass Orr Invitational Regatta -
*Cancelled***District:** Greater New York**State:** Connecticut • **Date:** 06/17/17 - 06/18/17**Email:** flyingscot142@gmail.com**Regatta:** Fleet 42 Summer Solstice Regatta**District:** Capital **State:** Maryland**Date:** 06/17/17 - 06/18/17**Email:** Stephen.Lowe2@cbre.com**Regatta:** 2017 NAC including Women and
Juniors at Sandusky Sailing Club, Sandusky, OH**Date:** 06/24/17 - 06/29/17**Email:** msweterlitsch@Beneschlaw.com**Regatta:** 2017 Junior NAC at Sandusky Sailing
Club, Sandusky, OH**District:** Ohio • **State:** Ohio • **Date:** 06/25/17**Email:** buffingtoncw@gmail.com**Regatta:** 2017 Wife-Husband Championship at
Sandy Bay Yacht Club, Rockport, MA**Date:** 07/22/17 - 07/23/17**Email:** margot.hintlian@pwc.com**Regatta:**

2017 Sandy Douglass Memorial Regatta

District: Ohio • **Date:** 07/29/17 - 07/30/17**Email:** fs3668@yahoo.com**Regatta:** 2017 New England Districts at Stone
Horse Yacht Club, Harwichport, MA**District:** New England**State:** Massachusetts**Date:** 08/05/17**Email:** lmurray@burnslev.com**Regatta:** 2017 112th Annual Ephraim Regatta**District:** Midwest • **State:** Wisconsin**Date:** 08/05/17 - 08/06/17**Email:** nclaypool@stonepigman.com**Regatta:** 2017 Midwest District Championship -
Neenah-Nodaway Yacht Club, Neenah, WI**District:** Midwest • **Date:** 08/11/17 - 08/13/17**Email:** JaceBoshwen@yahoo.com**Regatta:** 31st Annual Saratoga Lake Flying Scot
Invitational Regatta**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, Avalon, NJ

District: Greater New York**State:** New Jersey • **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*Continued On Page 24***Gus Sails** 972.998.5313

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- 803** – Douglass; 1965; **\$4,900.00**; Suzanne Boohar; Reading, MA; sb30004@gmail.com
- 812** – Douglass; 195; **\$3,900.00**; Larry; Sarasota, FL; 305-298-1355; larry@ameshomesolutions.com
- 878** – Douglass; 1966; **\$4,900.00**; F. Bradley Peyton; Baltimore, MD; fb.peyton@yahoo.com
- 1212** – Custom Flex; 2011; **\$4,500.00**; Stan Robinson; Clear Lake, IN; 260-403-6402; robinstan@hotmail.com
- 1734** – Douglass; 1970; call; Doug; Lafayette, LA; 337-237-8471; dwplace@duprellogistics.com
- 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
- 2601** – Douglass; 1974; **\$4,100.00**; Michael Funk; Ballston Spa, NY; 518-369-4904; funk.195650@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; rlemmon@gmail.com
- 3433** – Douglass; 1979; **\$4,500.00**; Bonner; Westport, CT; hjbonner@gmail.com
- 3629** – Douglass; 1981; **\$3,500.00**; Sail Boat Shop; Glen Gardener, NJ; snash@sailboatshop.com
- 4124** – Douglass; 1985; **\$5,500.00**; William Lebold; Tampa, FL; tlebold@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
- 4228** – Douglass; 1986; **\$10,900.00**; Doug Schollenberger; Baltimore, MD; fds1612@yahoo.com
- 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
- 4939** – Flying Scot, Inc.; 1993; **\$7,500.00**; Deltaville, VA; mtoms@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
- 5394** – Flying Scot, Inc.; 2001; **\$9,500.00**; Bob Gleeson; Stevens Point, WI; 414-331-7462; drbgleeson@msn.com
- 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
- 5622** – Flying Scot, Inc.; 2004; **\$11,250.00**; John Pether; Sarasota, FL; 941-234-3566; jecpether@gmail.com
- 5721** – Flying Scot, Inc.; 2006; **\$13,900.00**; Larry Bigus; Overland Park, KS; 913-707-7745; lwbigus@gmail.com
- 5727** – Flying Scot, Inc.; 2007; **\$16,775.00**; Kalamazoo, MI; angg@att.net
- 5735** – Flying Scot, Inc.; 2007; **\$11,999.00**; Bob McCorkle; Ridgefield, CT; 203-241-0163; rbrtmccorkle@gmail.com
- 5788** – Flying Scot, Inc.; 2007; **\$17,000.00**; Jose Torres; Sarasota, FL; 727-453-8651; jtorres2007@icloud.com
- 5801** – Flying Scot, Inc.; 2008; **\$10,500.00**; G Romantz; Sharon, MA; gromantz@romantzgroup.com
- 5833** – Flying Scot, Inc.; 2008; **\$15,000.00**; Ben Corson; Annapolis, MD; 443-996-7275; bencorson@aol.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; davidpsommers@gmail.com
- 6108** – Flying Scot, Inc.; 2016; **\$1,400.00**; Scott Roberts; Sturgeon Bay, WI; 920-606-1903; Pixelpitch@live.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; rjmcneill@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
- Sails & Parts** – see website for details; Jim; 772-214-5028; jprmer244@bellsouth.net
- Sails** – Mad Main Sail; **\$700.00**; Bob McElwain; 239-404-7407; bobmcelwain@yahoo.com

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FS 4080

This boat is priced complete with a good suit of sails and a 2014 galvanized trailer. In addition, she will have a new mahogany centerboard cap, new sheets, and a new safety line. She will be cleaned and waxed. A brand new tent style cockpit cover will also be included. As of today, the refurbish work has yet to be started. Once bought, please allow a couple of weeks for us to complete the refurbish work. She's a good boat now, but she will be a great boat once we get done with her.

Total: \$9,829 with 5-year factory warranty

FS 3278 (pictured)

Built in 1978, Light Blue deck and White Hull with medium blue waterline and blue bottom paint, Teak cap wood trim with main and jib sails, 3 covers, outboard motor bracket, Johnson 2 h.p. outboard motor, gas storage can, galvanized trailer with space for a trailer.

Price complete with galvanized trailer: \$6,500.00

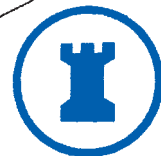
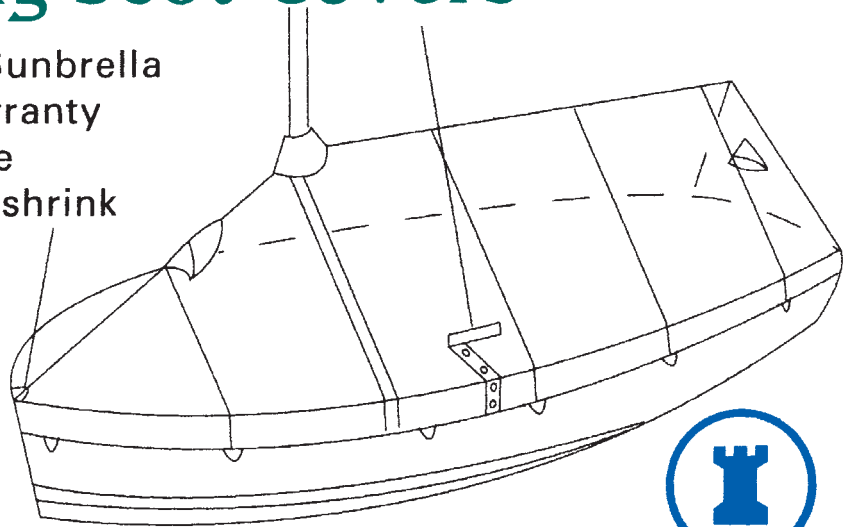


Acrylic Flying Scot Covers

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

Features

Cover has a tent-like fit
 Delrin zippers with flap
 Velcro enclosures for stays
 Hooded mesh vents
 Loops along hem for tie-down
 Hidden seams for UV resistance
 Heat cut edges will not fray
 Flat covers also available



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Options

UV proof Goretex thread
 Drawstring/shockcord in hem
 Sail # installation
 Custom multi-color panels/trim

Prices

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

MAKING WAVES!



Photo Yvonne Pottharst



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Boat # A236

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Florida District

Boat # 4653

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Estero FL

Boat # 6109 / Fleet # 90

Obie T. Smith
Coral Gables FL

Greater New York

Boat # 5290

Armando Lopez
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Boat # 5155

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Boat # 2204

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Boat # C4564

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Madison AL

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Fleet # 117

Tim Jagielski
Sillman Valley IL

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Gahanna OH

Boat # 2549

Ohio D. Nathan
Phinney Canton OH

Boat # 6104

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Pioneer OH

Boat # 5977 / Fleet # 200

Philip Rooke
Pittsburgh PA

Southwest District

Boat # C2688

Timothy Ponter
Dallas TX

Boat # 5282

Hans Treu
Sealy TX

We agreed to make some changes to our emergency preparedness over the winter, including a documented emergency card (using a template from US Sailing), more megaphones, more radios, more first aid equipment, and a few more support people for the event. One key person will be the one who records each boat and crew as they head out and as they head back in.

Talk about a story to remember! Of course, the weather event only lasted a few minutes and although it took a while to complete the cleanup on the waters and the paperwork, the weather was absolutely now perfect for sailing. We were finally able to record the scores for the day and we were still not past the deadline we had posted in the NOR for racing. After lunch I mentioned that we could still go back out, but we did not have any takers. And so the 67th Annual Masspoag Regatta is in the books.

Full Flying Scot Results are on fssa.com. The Flying Scot winners were: 1st John and Connie Eckart, 2nd Ryan Malmgren and Stacey Rieu and 3rd Greg and Diane Kampf, all wife-husband teams! Full Regatta Results are on Regattanetwork.com. Congratulations to the other fleet winners: Day Sailers: Mike McCaffrey and Suzanne Boohar, Comets: Talbott and Carol Lee Ingram, RS Aero: Marc Jacobi, and Sunfish: Andy David! Thanks to all who participated and everyone who worked the regatta. Hope to see you for the 68th. 🚤



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(214) 341-1626
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STARTING LINE *Continued From Page 20*

Regatta: Rehoboth Bay Invitational Regatta
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: Scots on the Rocks
District: Carolinas • **State:** South Carolina
Date: 09/02/17 - 09/03/17 • **Email:** r98gaskin@gmail.com

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

Regatta: Massapoag Yacht Club 68th Annual Regatta - Sharon, MA
District: New England • **State:** Massachusetts
Date: 09/09/17 - 09/10/17 • **Email:** dianekampf@charter.net

Regatta: Atwood Harvest Moon Regatta
District: Ohio • **State:** Ohio • **Date:** 09/09/17 - 09/10/17
Email: jckczoar@roadrunner.com

Regatta: 2017 Sail for the Grail, Moraine Sailing Club, Moraine
State Park, Portersville, PA
District: Ohio • **State:** Pennsylvania
Date: 09/15/17 - 09/17/17
Email: prowana@windurance.com

Regatta: Massabesic Yacht Club Annual Regatta
District: New England • **State:** New Hampshire
Date: 09/16/17 - 09/17/17 • **Email:** apdendobe@aol.com

Regatta: 2017 Glow in the Dark Regatta
District: Midwest • **Date:** 09/22/17 - 09/24/17
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