

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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Douglas/Orr Regatta 1,2,4

Husband-Wife 1,2,3*,5,6

Great 48 Regatta 1,2*,5

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Midwinter *Challengers* 1,2

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Photo Daniel Panasiuk

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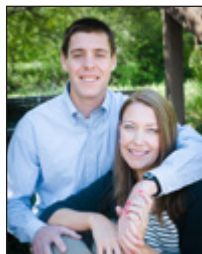
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Cover Photo: Boats sailing in windy conditions near the Cedar Point amusement park. A roller coaster ride both on the water and on shore. *Photo: Gayle Kaufholz*





'Tis the Season

Bill Vogler, FS# 6140



As I write this brief note, my wife Jill and I are preparing to depart for the Mediterranean where we will be bareboat chartering for a week to sail around parts of Sardinia. What does this have to do with Flying Scot sailing? More than you think as I've indicated in a previous article (volume 61 #2) that what is learned in smaller one-design boats is applied similarly to bigger boats. The points of sail are still the same but the equipment is just a little bit bigger!

Scot sailing has provided the knowledge and skills that have expanded my sailing experiences to coastal and blue water sailing. Along those lines, Charles Buffington, former FSSA class president and FSSA Foundation Chair, and I have discussed the possibility of planning a Scot Caribbean group cruise on "big" boats to the British Virgin Islands, West Indies, or something comparable. Another option would be something like the Thousand Island cruise a group of Flying Scots did in 1996. Their story,

reprinted from an earlier issue of *Scots n' Water*, is in this issue. We will be reaching out to the class membership to see who might be interested.

I know that various Scot sailors have gotten together to do this in small groups but not in a large flotilla format that we have in mind. I'm reminded of when several Scot sailors attended the Michael and Greta Mittman wedding in the American Virgin Islands in 1997. Afterwards, wedding guests chartered several 40-foot boats for a sail in the British Virgin Islands (BVI) for a week to celebrate their honeymoon. As I recall, Scott Mauney, Bob New, Roland Forester, their spouses, plus Chris Dukminier and others from the Scot Fleet 23 White Rock Lake in Dallas, TX, region, joined the Mittmans on a fun romp around the BVI chain of islands. The stories are still vivid from that trip including surgery I needed to repair a hernia induced by poor limbo technique, fueled by a nip of island rum and Cuban cigars at a chartering agency party! Never again! We will be in touch about any potential trip!

On a side note, please remember as we enter the fall of the sailing season that we are still celebrating our 60th season as a one-design class. I hope you will celebrate by attending as many regatta events as possible to show class participation and strength! I'd also like to mention the major success of the stand-alone regatta for women and juniors held in Dallas, which was considered quite successful. Please also remember to renew membership when contacted by the association headquarters sometime in the next month or so to keep our class strong.

Finally, kudos go out to Clinton Lake, IL, Fleet #135 Scot sailor Eric Bussell who ditched work to take a Jon boat (a small, flat bottom motor boat mostly used for fishing) down to Houston, TX, where he joined the Cajun Navy to rescue survivors of Hurricane Harvey. His story is in this issue. Here's also hoping that our Flying Scot family survived Hurricane Irma in Florida and that that might be the end of hurricane season for the United States.

Best Wishes and Smooth Sailing! 🚢

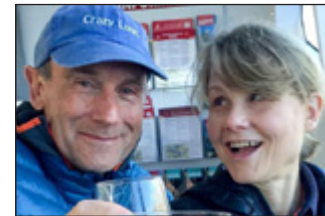
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Introducing the Assistant Editor of Scots n' Water, Ned Johnston



Ned and Anne

Deb Aronson, FS#6144, Midwest District, *Scots n' Water* Editor

I was going to use this space to announce that I was looking for an editorial assistant, but the call went out on line and I already got an answer, so now I will use this space to introduce you to my new editorial assistant, Ned Johnston, skipper of Crazy Love. You can learn more about him in SnW 60#1, in which he writes about how he discovered the Flying Scot in a quest to escape the long Maine winters, arrived at the Sarasota MidWinters, took delivery of his new Flying Scot, and met the lovely and friendly people of the

Flying Scot class (not that I am biased, of course!). Don't take my word for it, read Ned's article!

Ned also sails a Luders 16, a 26-foot long keelboat, most often with his wife, Anne. You may have met Ned and Anne, however, at this past Wife-Husband in Rockport, Mass. I expect to see Ned, if not Anne, at the Midwinters in Sarasota this March. And maybe this year Anne's spring break (she is a teacher) will correspond to the Midwinters. Hope springs eternal!

So make sure to give Ned a big warm

thank you for stepping up and heeding the call. My hope is that after a few issues, I'll be able to pass the baton on to Ned full time, pending the approval of the Executive Board. It's very fun to be the editor of SnW, but 1) it is also time consuming and 2) I feel very, very strongly the importance of passing the baton of all volunteer positions—early and often—in any organization like the FSSA.

I hope you agree and I hope this announcement gets each of you thinking about how you might be able to volunteer within FSSA to keep the class strong! 🚢

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How Well Do You Know Flying Scot History??

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

1. The Flying Scot was born in what Ohio town?
2. What was the number of the first fiberglass Flying Scot?
3. How old was Sandy Douglass when he started the Flying Scot project?
4. Name three other sailboats Sandy built at one time or another in his career?
5. How many builders have built Flying Scots?
6. What company is our principal builder and where is it located?
7. What is the most recent Flying Scot built? (As of June 15, 2017)
8. What is the minimum hull weight for a Flying Scot?
9. What must the centerboard weigh?
10. How long are the Flying Scot's mast and boom?
11. How many square feet of main and jib are carried?
12. Who first made sails for the Flying Scot?
13. Which hull # was started in Ohio and finished in Maryland?
14. How old was Sandy Douglass when he won his first race?
15. Sandy was also well known for his competitive ability in what other sport than sailing?
16. In what year was our first class championship held? Where? How many boats participated?
17. What fleet (or fleets) has hosted the North American Championship the most times?
18. In how many different locations have the championships been held?
19. How many boats attended the largest championship? When and where was it held?
20. How many times has the NAC trophy not been awarded?
21. Who has won the most NAC's?
22. Who was known for kamikazes?
23. When and where was our first Mid-Winter Championship held?
24. Who has won the most Midwinters?
25. In what year was the FSSA founded?
26. What was the price of a Flying Scot and the number of members of FSSA in 1961? (the first year that records were kept)
27. Name 10 Past Presidents of the FSSA?
28. How many editors have we had for our *Scots n' Water* including our present editor Deb?
29. The term "Caveat Emptor" was used for the first time when? What does it mean?
30. How many Districts are there in the Association?
31. How many Fleets are actively sailing?
32. How many members currently belong to the FSSA (As of May, 2017)
33. What year did the Flying Scot get inducted into the American Sailboat Hall of Fame?
34. Who was our first Executive Secretary of FSSA and what year did he start?
35. Who is our current Executive Secretary of FSSA and where is our headquarters located?
36. What year was our Flying Scot Foundation started and why?
37. What are the four sanctioned events for Flying Scots?
38. When was our first Wife-Husband North American Championship held and where?
39. How was our Atlantic Coast Championship (ACC's) started and what Districts does it get rotated around in?
40. Who was Don Hott? ▲



Bonus Question – What is the William V. Singletary Trophy? Who won it the first year it was presented? Where is it now??

Answers can be found starting on page 44.



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The Future of Flying Scot – Carrie and Tyler Andrews



Photo: Katie Photography.

With this 60th Anniversary edition it made sense for us to chat with the future of Flying Scot, Inc. Carrie and Tyler Andrews. Carrie (in case there are some who don't know) is the daughter of Flying Scot, Inc. owners, Harry and Karen Carpenter. Carrie and Tyler Andrews married three years ago and joined the company last year.

What made you (Carrie) and Tyler decide to join Flying Scot Inc.? What kinds of things did you weigh in making the decision to relocate and join the company?

Carrie: There were many factors that played into our decision. In Indianapolis, Tyler and I had jobs that were extremely time consuming. We knew we wanted

to start a family but couldn't see how that would work with the hours we were working. Around the time we began thinking about our future, Mom and Dad began thinking that they wanted to start figuring out what the next step would be for Flying Scot, Inc. as they were ready to move into retirement. I have always had a spot in my heart for Flying Scots and

Flying Scot sailors and I knew that when my parents were ready to transition the company I would never want to see it sold off and potentially lose the relationship between class and builder that has been so strong for 60 years. We all started talking together and realized that the best way for all of us to realize our goals was if Tyler and I moved back and took a stab at running the company. We get to have more manageable schedules and I get to ensure the class and the company continue to move forward in the same foundation that has kept it so successful for so long. Mom and Dad get to spend most of their time playing “Mom-Mom” and “Poppi” to our William.

We had to weigh a lot of things when we decided to move back. For me, it was moving back home to a small town. I really loved a lot of the things about city living. I still miss the grocery stores and Target! We had to make some tough financial decision – believe it or not boat building is not the most lucrative industry!! We also had to consider all of our personalities and if working in such close proximity with family would be a good idea. We did not want to risk damaging our relationships. Finally, Tyler had to weigh the fact that while I was moving home he was moving away from home and friends and family.

Tyler: I just needed my weekend off to go sailing. I would follow this girl anywhere.

What would you say you bring to the company? To the class?

Carrie: Tyler and I have opposite skill sets, which works great for us. With me having a strong accounting background and an attention for detail I can run the office. Tyler comes from more of a sales and management background and he has taken the reins in marketing, which I am so grateful for. I have a lifelong love for the class that motivates me to protect and preserve the rich and successful history, while at the same time moving into the future. While Tyler didn’t have a Flying Scot background his love for the sport of sailing is unmatched and he brings a passion for bringing others into the sport that marries great with the Corinthian spirit of the class.

Tyler: To the company I bring some management processes that I’ve picked up from different companies along the way. I also have a fair amount of experience in marketing and have researched marketing methods. I want nothing more than to support the class and grow the sport. At the end of the day, it’s all about boats on the line for me. I like sailing in big fleets with lots of boats.

Did you have specific goals when you joined the company? By that I mean either goals either for the company or for yourselves?

Carrie: To still like each other after working and living together! (Just kidding – sort of !!) In all seriousness we do set goals. One of our biggest challenges is how to make an “old” design continuously new to people when nothing really changes. This year we set a goal to build 30 boats, which is a number we haven’t seen since before the recession. We aren’t there yet but if we hold this pace we just may hit it!

Tyler: I just want to add that the design is both timeless and it is before its time. It is its timeless design that makes it possible for us to build these boats the same way we did in 1957.

What do you think the next 10 years will bring in the Flying Scot class and in the world of dinghy sailing more generally?

Carrie: I hope that the next 10 years will bring continued growth in the class as we reach out to new sailors. Unfortunately, the overall trend in sailing is continued decline but I think that the Scot is such a unique boat in that she reaches across interests (she races and daysails well), generations, and time to continue to engage new and experienced sailors alike. My dad has long preached to me that the life of a class is dependent on bringing in new blood. The Flying Scot class has done a great job being a class that is attractive



Photo: Kaito Photography

to those grass root sailors and I hope that we continue to do so.

Tyler: People say that the sport is not what it once was. However, in 1940 the sport was much smaller than it is today. It grew through the 70s, and we are now in a growth stage once again. I think that our sport can be bigger than ever. I also think that our class can be the biggest ever, because, like Carrie said, it appeals to novice and expert sailors of all types. Not to mention that the people in this class are second to none.

What has surprised you or Tyler in this transition?

Carrie: How much I enjoy working with my husband! He truly is a great complement to me and I am amazed at his patience, enthusiasm, and commitment to our business and the sport.

Tyler: How much I enjoy working with Carrie. We do complement each other. When we set our sights on something, we get the job done, whether that’s improving customer service or building 30 new boats in a year. ▲

Want to Grow Your Fleet? Host a First Sail

By Eric Bussell FS#6135 (Midwest District) and Jim Leggette FS#1518 (Gulf District)

No doubt those of us who have been sailing for longer than we care to admit have noticed that the number of people sailing has declined sharply since its peak in the 70s. Class President Bill Vogler in his first column as the class president discussed the work of Nick Hayes, an advocate for the sport and author of *Saving Sailing*, which analyzes the this trend and the forces behind it. Fortunately Nick and others, such as US Sailing, have a solution to this problem that works.

One solution that has been tried across the country and enthusiastically supported by US Sailing is the First Sail initiative. The idea is simple – take people who have never sailed before and provide them a chance to try it out. US Sailing supports this program in a variety of ways, most notable is the website, **www.firstsail.org**. This website

explains through video testimonials from people of all walks of life why they love sailing so much. To help the wannabe sailor find a place for a First Sail, the website helps them get connected. For those thinking of hosting a First Sail event there is a how-to manual which takes you through the steps of making it happen.

The stability and comfort of a Flying Scot make it the quintessential boat for introducing prospective sailors to the world of sailing. Whether you are starting a new fleet or looking to grow your existing fleet, the First Sail program has proven that people respond enthusiastically when presented with the opportunity to take a free sailboat ride or a low-cost introductory lesson.

Getting the word out has never been easier. The marketing approach is straightforward, inexpensive and easy. Simply create a First Sail event on Facebook and the US Sailing's First Sail website, then share it with your friends. If you ever find yourself needing to fill open spots, you can boost the event to thousands of prospective sailors for less than \$20. Facebook also allows groups to target demographics most likely to participate. When people see pictures and videos of

other people having fun they hit the like button. Some will get so excited they hit the share button. Before you know it, you'll be giving boat rides, making new friends, and explaining how easy it can be for them to keep sailing.

In June of 2017, Community Sailing on the Rez, a 501c3 devoted to promoting sailing, the Jackson Yacht Club and Flying Scot Fleet 45 hosted its inaugural First Sail on Ross Barnett Reservoir. This lake near Jackson, Mississippi, is host of the 2018 Wife-Husband regatta. Close to 40 first-time sailors, many of them family groups, got a chance to go sailing for the first time! For some of these new sailors, sailing is a bucket list adventure for them. When they returned, everyone was all smiles and it was hard to tell who liked it more, the first-time sailors, their on-the-water hosts or the organizers. The event was promoted through social media and



word of mouth with an amazing response. In fact, participation was limited only by the number of available boats and crews not by those who wanted to try sailing.

Fleet 135 at Clinton Lake offers an Explore Sailing class for \$25 through the local community college. The community college advertises our sailing program in their community education catalog, which is mailed to every household in the area three times a year at no cost to us. Thirty-five people have signed up in 2017 and our biggest challenge is keeping up with demand. We now have an active group of 50 Flying Scot sailors and the list is rapidly growing thanks to our simple marketing strategy of giving people sailboat rides.

Don't let these numbers intimidate you. If you are starting a fleet with limited support, this program can be as simple as inviting two to three prospects for a sailboat ride on your Flying Scot. You can schedule First Sail lessons at your convenience on any day of the week.

Believe it or not, getting people on a Flying Scot is the easy part if you follow the First Sail model. It is also important to be ready for those people who want to take a second sail. They will need help finding a ride on a boat. They will need someone to teach them how to rig and sail those boats. If your fleet can demonstrate a simple pathway to sailing and provide a fun level of support to prospects, they are more likely to join you on the water.

One of the interesting things about a First Sail event is that you learn that there are many people who want to try sailing and do not know how to go about doing so. More importantly, these are often people that you would term non-traditional sailors and certainly are not the "yacht club" type. Hosting a First Sail event is a great way to build up your fleet and club. It is one of those projects that is much easier than hosting a regatta and can yield great benefits to organizing group and support. Not only will you introduce someone to the sport we all love, but you will likely make a new friend or two. Its at least as much fun for the organizers as the first time sailors. 🚢

Bill Tingle – 100 Years Young

Dan Goldberg, FS#4761, Ohio District

Fleet 80 (Lake Arthur, PA, in Moraine State Park near Pittsburgh) recently celebrated long-time member Bill Tingle's 100th birthday

(yes, you read that right) with a post-race picnic at the lake. More than 50 sailors and friends attended the celebration. I've always looked up to Bill as an exemplary sailor and good sportsman. Although we've raced many times, there is one race I will never forget.

Once upon a time, Bill purchased FS 88 (yes, you read that right, too), and successfully raced it for many years with his beloved wife, Molly. About 20 years later, he decided to get a new Scot and purchased FS 3388. But he also kept FS 88.

Fast forward to after the turn of the century. Bill's 88th birthday was approaching, and he thought it would be a cool idea to restore FS 88 and race it on his 88th birthday. So the race started, and most of the Scot sailors thought it was nice that Bill was there with FS 88 but not expecting him to be competitive.

Approaching the last leeward mark, in light and shifty wind, I led the race. But then out of the corner of my eye, I saw Bill

coming very fast in his own private puff of wind. He passed me like I was standing still, and WON THE RACE IN FS 88 ON HIS 88TH BIRTHDAY! It doesn't get any better than that.

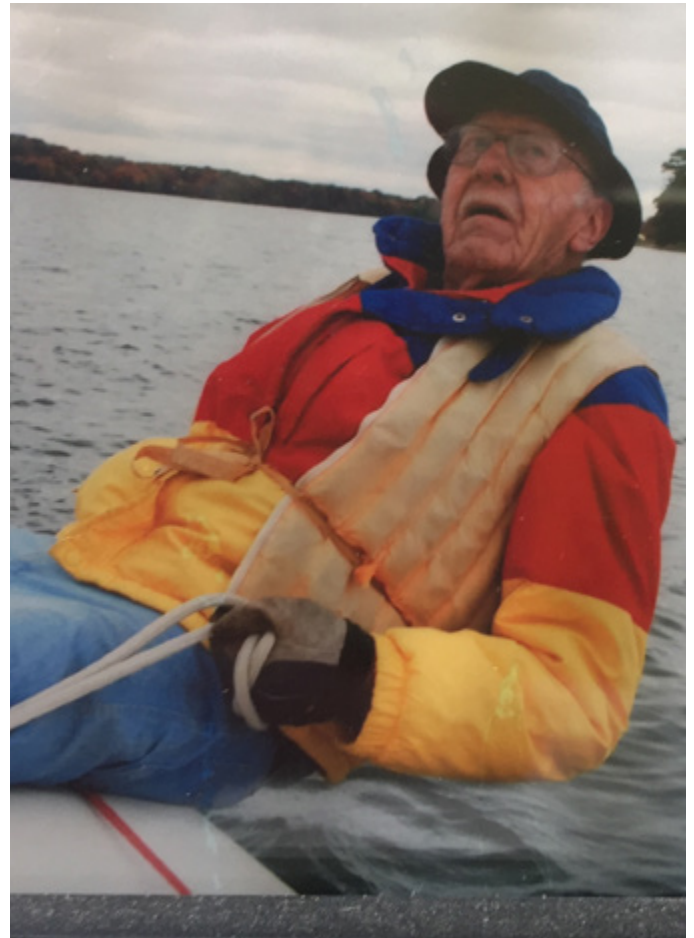


Photo: Dan Goldberg

After the race I was thinking that even if I lived to age 88, I would be happy just to be able to walk and chew gum at the same time. Yet here was Bill winning a sailboat race! He was also an avid skier and ice-boater. And now that he has turned 100, he will always remain one of my heroes. 🚢

Embedded with the Cajun Navy

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



On the afternoon of Monday August 28th, my heart broke watching the news coverage in Houston. It was the same feeling we all felt watching the helpless victims of Katrina from the comfort of our living rooms. Prayers and monetary donations are nice, but hardly enough to help those in immediate critical need. News reports had emerged about an informal group of good Samaritans who were flooding in from all over the county with their fishing boats to help. They referred to themselves as the Cajun Navy.

Past FSSA President John Domagala

had given me an update that afternoon saying he was trying to leave his home in Houston. I tried to imagine the look on John's face had I pulled up to his front door in the Clinton Lake Sailing Association jon boat (a flat bottom, shallow-draft boat used for fishing) from Central Illinois. I tried to laugh, but it quickly sank in that I have access to the perfect boat for shallow water rescues. Within a few hours, my regattamobile would be fully packed with a jon boat hooked up to it. John would quickly confirm they had escaped, but I decided to roll south anyway, hoping that my help would no longer be needed by the time I arrived.

On Tuesday I spent all day driving and listening to the Cajun Navy traffic on the Zello app. I took notes about staging areas, rally points, drop zones, and tried to pick up on patterns that might resemble organization. It sounded like they were trying to herd cats, but they were working hard to get help to people who needed it. For every answer there seemed to be new questions that went unanswered. I learned so much about the type of rescue calls and dangers the navy was facing. Of particular concern was the warning that shots were being fired at the rescuers and the suggestion of at least one armed person per boat, and to go out in groups of three boats for safety.



On Tuesday night I went to Facebook and submitted a post asking for crew. It was a long shot, but within minutes I had a volunteer. Jeff Goldman from New Orleans would link up with me the next morning in Deridder, LA, and we would head to wherever they needed the most help. It took several hours and multiple trips to Walmart to prep the boat and van for the unknown. I was too wound up to sleep even if I had wanted to. We now had a medical bag that even contained juice for those with low blood sugar. We had a pet bag that included leashes, bowls, dog food, and cat food. We had a baby bag that had formula, diapers, wipes, baby food and more. We had 40 gallons of gas in 5-gallon containers in case there were gas shortages and 20 cases of water. Would this be like Katrina?

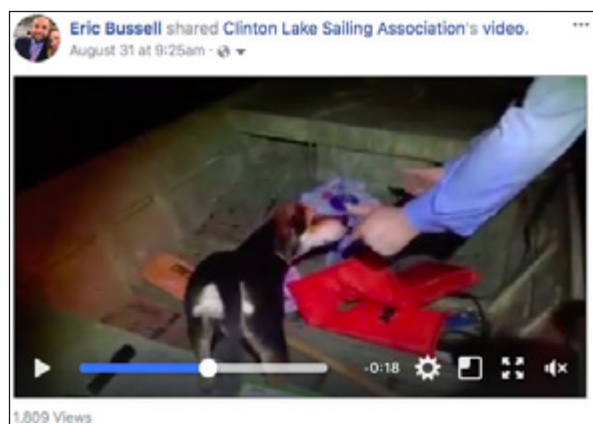
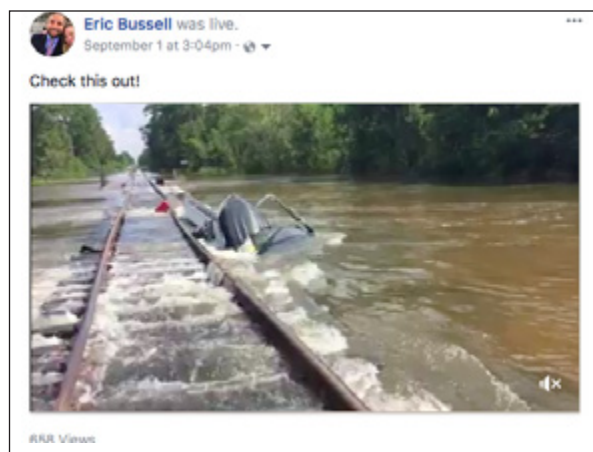
On Wednesday we spent most of the day trying to figure out where help was needed and how to navigate all the road closings. Heather Johnson from Fleet 135 was my guardian angel and was set up on the Glympse app. She would follow my GPS location in real time and could report our last known location to the Coast Guard if things went south. Jeff's wife, Amanda, was doing the same so I felt safe knowing we had reliable friends who were watching our backs. We concluded that Orange, TX, was our destination and we left Deridder, LA, wondering if we would still be needed. Best case, they have things under control and we would turn around and go home.

A trooper warmly welcomed us at

the roadblock and let us through. As we pulled into the makeshift staging area just off I-10 in Orange, someone with a clipboard approached us. No pleasantries were exchanged. "Can you rescue an elderly woman who is on chemo and is in extreme pain?" Yes, ma'am. "Do you have medical training?" No, ma'am. "I'm getting you a medic. You'll get as close you can to the address using Google maps and then put your boat in." We are on the clock.

Maggie the medic was assigned to us. She was not an EMT but had medic training in the military. We finally figured out a non-flooded route and arrived at our destination only to learn this neighborhood was not flooded and the woman in question had just been pulled out by ambulance. The fire truck crew informed us they were not responding to rescues and was very appreciative that we were helping out. They were worried about fires because power had been restored to many areas even though trees were blown over onto the power lines. One such tree was fully ablaze about 25 yards from us as we had this conversation. They were going to let the tree burn itself out since it was not a threat to spread. Back in the van we joked to ourselves that you just don't see that everyday. We would repeat that phrase often over the next several days.

We listened to the radio traffic on the



Zello app trying to get our next mission. A common theme throughout this adventure was the bad intel being fed to the rescuers. Our only good sources of intel came directly from the source. We heard one man asking for help on Zello, saying he had 11 people who needed rescue with many hungry and thirsty children. He gave his cell phone number. We got through to him and proceeded to his location on Windy Lane in West Orange, TX. We passed a FEMA staging area with too many military transport trucks to count. It was something that you might see in a zombie apocalypse movie except it was right in front of our eyes. Then the road ran into the water. It was pitch black beyond that, except there were military helicopters shining spotlights in the distance. That's where we were going. I looked at Jeff and Maggie and announced "I am the captain of the boat and this is not a democracy." If I felt their safety was at risk from desperate people, I would not hesitate to take control of the situation.

Continued On Next Page



We passed by a flooded military HumVee and several other pickup trucks that were under water. We continued forward where the US Army couldn't. It was an eerie reality that suddenly sunk in. We proceeded to Cow Bayou where Jeff and Maggie gave me steering instructions with their flashlights, as we avoided trees that were blown over and hoped we didn't awaken any alligators. We emerged from the bayou and found ourselves in a neighborhood where only the street was flooded and some houses were dry with the lights on. At one house, kids were in the front yard giggling and pointing at all the snakes in the water. It was surreal. Just a few blocks over, the neighborhood was completely under water and people needed help, but these people were lucky. Wait, did she say snakes?!

We had to get out of the boat and walk it though the shallow sections. At one point, we removed the motor so the three of us could carry the 18' foot jon boat across a 50 yard dry area. We didn't know how many more of these to expect and began to wonder if we could even make it to the family who had called us several times asking for status updates. Except for a set of railroad tracks, the dry areas would be our only major obstacle of the night. We would try to avoid those on the way back.

As we approached Windy Lane, we passed a convoy of high-riding trucks with many rescuees aboard and more in the line of boats towed behind. We were told they had rescued everyone in the neighborhood

who needed rescuing.

These were Cajun Navy guys from somewhere in Texas and Louisiana. We wanted to make sure the people we'd been sent to rescue had made it out. The convoy gladly held their group in place while we went to check the address we had. It turned out they were still in the house, which was just a bit further down the road. The stranded people did not realize the convoy was looking for them. With the help of our new navy friends, we loaded up the CLSA jonboat with multiple boatloads of appreciative adults, children, and three dogs. We got them in the back of the trucks and would later learn the trucks barely made it through the deep water but were able to successfully get them to the shelter. If we had not gone forward, those folks would have been left behind. We gave them food, water, and secured them a ride to safety. We even carried the kids from the boat to the trucks so they didn't get wet. They looked like they were having fun, but the mother was in tears. We did good.

We would not make more direct rescues the rest of the trip. The boats in our convoy would get 10 more to safety on Friday in Beumont, TX, plus a dog, which we named Harvey. I survived a run in with a large black water snake. Jeff told me not to worry – since I was a heavy guy, I'd probably make it to the hospital in plenty of time. It was somewhat comforting. The van almost got swept in the current on a different rescue mission. If, as say, living

begins on the edge of your comfort zone, imagine having to wear your life jackets while driving with the windows down in case you have jump out and cut the boat off the trailer. We even stuffed bottles of water in our life jackets in case we had to live in a tree for a week to avoid the gators. All this because we could not confirm if an elderly woman had been evacuated as the river was still on the rise. We finally confirmed she was safe just as we got to her address. We barely made it out, with the van engine steaming and screaming from the high water shooting out the exhaust pipe. We had to remind ourselves that her getting rescued earlier was good news.

By Friday the rescue calls had stopped, with Cajun Navy volunteers sitting in parking lots all day waiting for something to do. I had worked with people from all over the southern part of the US and as far away from California. With volunteers and fishing boats continuing to pour in, and family members missing us at home, we decided our work was done. Was rescuing those 11 people worth the trip? It was one of the most rewarding and frustrating experiences of my life. I wish I had realized sooner that I had access to a boat so I could have arrived when the help was needed most.

When this article is published, I will share some videos on the FSSA facebook page. The footage is limited because I was not focused on taking pictures, but it's worth checking out. 🐾

The True Fabric of the Flying Scot Family

Frank Gerry, FS#6131, Midwest District

I want to share one more story about the amazing people in our Scot family. Once you read this, you will understand why I am proud to be a member of the Flying Scot Class. You have all heard the cliché, “you know who your friends are when the chips are down.”

Well, it's so true...

Marianne and I had this little mishap on I-465 in Indianapolis in May on our way to our first regatta of the year in Columbus, Ohio. It was a multi-car pile up and we got caught in it. The casualties were Eva, our Scot, the trailer and the vehicle. We were fine but our carefully planned summer regatta schedule was derailed.

As you can imagine, there was a lot of logistical chaos that followed for the next few days but that was no big deal. The real story involved the incredible things that started happening as soon as word got out.

Through the grapevine and social media information spread fast. Marianne posted a few pictures of the wreck on Facebook. Next thing we knew my phone started blowing up with calls and texts. Literally seven or eight people offered a spare Scot or, even more stunningly, THEIR SCOT for us to use at the next regattas. There were numerous calls of support; too many to count. I honestly was stunned and humbled. This was totally unexpected. I actually had a person call me to offer his boat for as long as I needed it and I didn't even know him; ***I had never met him!***

I need to sincerely thank those that helped us get back on the circuit – my apologies if I have missed anyone and I

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probably will.

Marvin Quinn - owner of a Scot called Puff Daddy at Cowan Lake, Ohio (between Cincinnati and Columbus). Thanks also to Cowan Lake's, Bruce Kitchen; he set up a plan for me to borrow Marvin's nice blue Scot, which was docked at Cowan just sitting there and ready to go. We arrived for the Cowan Lake Pig Roast Regatta, threw on our sails, launched Puff and headed to the starting line. I remember saying to Marianne on the way back to Chicago, "This is a neat gig. We just bring stuff in our vehicle, no boat assembly, just launch and go, pretty cool." But seriously, big thanks to Marvin and Bruce.

Rod Bussell - for those that don't know Rod, he is Publicity Chair, Eric Bussell's dad and a force behind the resurgence of Scot fleet 135 at Clinton Lake in Illinois (between Bloomington-Normal and Champaign-Urbana). I had no less than four boats to choose from for the Eagle Creek regatta in Indianapolis. Again, I'm blown away. Choices ??? What, I'm a beggar with choices??? This can't be, but it actually happened! Rod and Eric

worked things out so I could use one of their boats, *Quiksilver*, for the Indiana regatta. Then they allowed me to take it home so I could use it the following weekend at the Egyptian Cup at Carlyle Lake in southern Illinois. Unbelievable generosity again. As a side note it was a 4500 series boat and it is FAST! Rod had it tuned to near perfection. Well done Rod and thanks!

Ben Williams, also from Fleet 135 - He offered me his second boat, Suzie Q, even though I didn't need it at that point. But along the way Ben helped me with some tuning and tweaking, and a little problem solving here and there. I owe Ben a debt of gratitude.

Last and not Least - FLYING SCOT INC. - Shout out to Harry and Karen Carpenter, and Tyler and Carrie Andrews. This is one of many stories that keep getting told by the many members of the Flying Scot family over the years. Now it's my turn. Soon after our problem, Harry called and left a message, "What can I do to help?" Talk about customer oriented!! As soon as Harry understood what the

situation was, he knew I needed a boat and Eva wouldn't be fixable at any place other than the Flying Scot Hospital in Deer Park, Maryland. So, Harry and Tyler made a long trip, with a trailer, to a towing company's impound lot in southern Indianapolis with a trailer to haul the boat and trailer wreckage back to Flying Scot Inc.. They did this on their first working day after the accident, Repeat - their FIRST working day !

The Story doesn't end there, it just gets more and more amazing. I ended up needing a new boat and received it in July. The absolute over-the-top measure of generosity, never to imagine, is this. When we realized Eva was not fixable, Tyler said, "We have an extra boat on the lake. You can use it for NACS in June and, since we are bringing extra vehicles, Carrie can drive it up to Sandusky for you. Would that be OK?"

This is the best class I could ever imagine being in, and I am sure we have the best boat builder in the world! Marianne and I are grateful and humbled to be members. ▲

Acrylic Flying Scot Covers

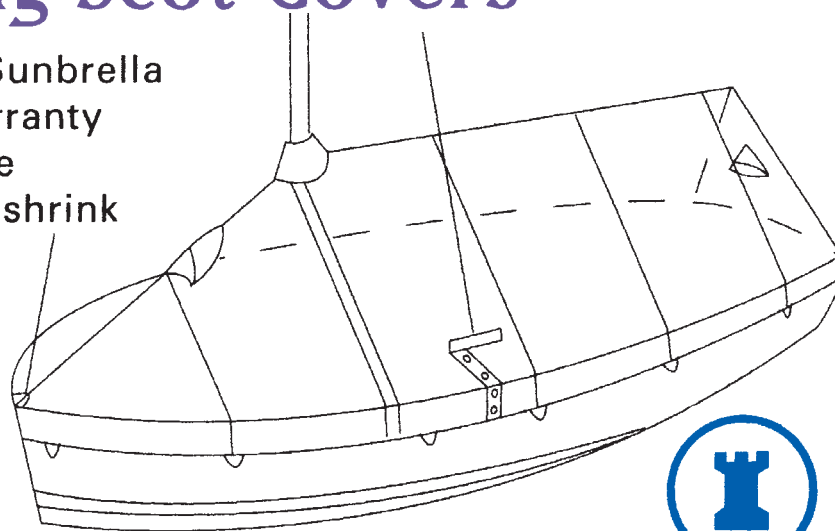
- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

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

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



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A Wild Ride at the 2017 Flying Scot North Americans

Sandy Eustis, FS#5610, Dixie Lakes District

My wife, Keith, and I arrived on Saturday afternoon, June 24th, in Sandusky, Ohio, site of the 2017 Flying Scot North Americans. I first sailed in this event in 1978, but had never before sailed in Sandusky Bay. Supposedly, this is a relatively light air venue in the summer. We checked into our motel, and went over to the Sandusky Sailing Club (SSC) to survey the site and meet up with old friends. We had dinner in downtown Sandusky with three other racing couples, but I had too much beer to remember a lot of the local knowledge tips from Tom Hohler, a longtime friend I met while racing Scots about 35 years ago. Tom grew up sailing in Sandusky 50 years ago.

We went back over the SSC on Monday morning to measure in our boat and gear. The entire process was so smooth and efficiently run that we had plenty of time to check out the SSC bar before the official welcome party that afternoon – with free beer for all! Meanwhile, the Women's National Championships and the Junior's National Championships (always held on Sunday before the main event at NACs) were both cancelled due to high winds. A harbinger of things to come!

So on we went to a burger/brat dinner and the 8pm competitors' meeting at the SSC. No surprises there at all, except perhaps the longish explanation about what would happen on Monday (Qualifying Day) if the winds were too strong to sail. There were 68 entrants, to be sorted into equally sized Championship and Challenger divisions on Monday, either by the results of the Qualifying Series on the water, or (in

Sandy and Keith in the lead.



Photo: Gayle Kaufholz

the event of no racing on Monday) by each skipper's choice of divisions – with the National Championship Committee making final decisions if skipper choices were not evenly divided. I had confidently chosen the Championship division, since I have always preferred to test myself against the very best and almost certainly winning nothing,

rather than competing in the second division and perhaps winning a trophy.

Anyway, on Monday morning it was “blowing stink” again, and after listening to a few of our fellow competitors describe what it was like to poke their noses out into the bay on Sunday, and after hear-

Continued On Next Page

ing that it was probably going to be a one hour beat through a 3-4 foot chop in 15+ mph winds just to get to the starting line (YIKES!), we decided to stay ashore. I was actually hoping that the RC would cancel all racing in the prevailing conditions (17-20 mph winds in a 3-4 foot chop with 23+ mph gusts at 10am!), but no such luck. The PRO managed to run two races before halting the qualifying series, with winds well over 20 mph and gusts approaching 30 mph. There were three capsize; NOBODY flew a spinnaker in race 2; only 30 of the 68 competitors completed both qualifying races. After a slight pang of regret (dang it — we could have made the Champ Division just by staying upright for 2 races!), I realized that Monday's conditions were indeed well beyond our comfort zone, and that it was OK with me to sail in the Challenger Division for the rest of the week. It was a bit comforting to see how many really good sailors from around the country were going to be racing in the Challenger series, either because they too had decided to stay ashore on Monday, or because they had gone out and flamed out! So on we went to the 34-boat Challenger Regatta, with a total of five races scheduled over the next three days.

Tuesday's winds were a wee bit lighter than Monday's. We spent about 50 minutes in 13+ MPH winds, beating into the chop and trying to not wear ourselves out, to get to Monday's race course. Once there, we realized why the RC had chosen to go so far from the SSC; there was only a 1-2 foot chop that close to the head of the bay. We decided to start near the pin as there was much less chop up the left side of the course, nearer the shore. There were only a few boats there, and we won the pin. We started off in a starboard tack lift up the first beat. It took a while to figure out how to go fast in the chop and the building wind. We had to dump the main a few times as we waited patiently for the inevitable header, so we could tack back to port with an advantage. We waited, and waited, and waited some more as the right hand shift just grew and grew. Somewhere near the port tack lay line, we finally had to tack back to port and sail a huge header just to get back to most of the rest of the fleet. We came out just below mid-fleet at the weather



Sandy and Keith with their trophy.

Photo: Gayle Kaufholz

mark. We got the chute up quickly, passed a few boats and closed the gap on a few more on the downwind leg. Keith was lying on her back on the after deck and hanging onto the top of the main sheet bail just to keep our bow up in the big chop, as we were in gusty planing conditions for most of that leg. By this time, I had realized that the stronger winds and bigger shifts had all come in from the right hand side of the beat (from the NW, instead of along the WNW axis of the course), so we played the right side of the second beat, had another nice spinnaker run, and eventually clawed our way back to 11th, finishing just at the back of the lead pack. Not a great finish, but a pretty good comeback from our first leg. We found out later that Ryan Malmgren and wife Stacy Rieu had won that race handily, with Melanie and Bill Dunham in second; we were too far back to see how the battle at the top of the fleet had played out.

We started Tuesday's second race right at the Committee boat (duh, after getting hammered at the pin end in race 1), but we were a bit late and in the second row, just behind the Dunhams. We tacked immediately to port, both in order to clear our air and get to what I was now confident was a heavily favored right side. After only about 30 seconds, we ran into a big header, and tacked immediately back to starboard. Less than 30 seconds later, Ryan and Stacy crossed 10+ boat lengths ahead of us on port. Now how the heck did they do that? We had started at the favored end of the line, nailed the first

shift, and they were already waaay ahead! I thought there must've been a big something further down the line where Ryan had started. So I looked under the boom and what to my wondering eyes did appear, but nothing, nada, nobody, not a single port tack boat coming across with Ryan/Stacy. So on the one hand, we were now on top of the fleet, getting nicely lifted, and already in second place — but on the other hand, we were already 10+ boat lengths behind the leader after less than two minutes.

We tacked with the shifts up the first leg, always favoring the right side of the course, and eventually arrived at the weather mark in third place. After another screaming run, I chose the left-hand side of the gate while the second place boat chose the right hand side, since I wanted to go right, on the favored side of the second beat. We passed the second place boat quickly, and held on easily for the rest of the race, with Keith again barely hanging on while lying flat on her back on the after deck on the final run to the finish line. What a wild ride! Ryan won that race by a mere 100+ boat lengths. WOW!

After day one of the Challenger series, we stood in sixth place, with 13 points — a great improvement after our 11th in race 1. I'm very certain that an 11 and a 2 is waay better than a 2 and then an 11 — at least psychologically! Ryan/Stacey had won both Tuesday races handily, and the Dunhams were tied with Liz Eldon and Don Gray from Lake Norman for second at nine

points apiece. Back ashore, we went to a nice dinner at a downtown bar/restaurant with Charles and Sarah Buffington from Pittsburgh and Frank and Marianne Gerry from Lake Clinton, Ill. For what it's worth, downtown Sandusky, Ohio is our kind of place – a low key, very clean waterfront town with 3- and 4-story 20th-century brick buildings along Water Street. Most of these have been nicely restored and almost all are currently occupied, with lots of sailing themed bars and restaurants. In the center of town is the ferry dock that runs boats to Cedar Point, Put-in-Bay, and a few other destinations in the southwestern quadrant of Lake Erie. Cedar Point is the roller coaster based theme park on a narrow peninsula across the wide mouth of Sandusky Bay; it creates a barrier that protects Sandusky Bay to the west from Lake Erie to the east, and it provides the lion's share of Sandusky's local economy.

On Wednesday morning, we arrived at SSC to find lighter winds, only about 8-10 mph from the west as we launched. Given the forecast for dying winds throughout the day, the PRO had decided to hold Wednesday's races in Sandusky's East Bay, which is right off the SSC harbor, between there and Cedar Point. Given the prospect of a 1.5-hour beat back to Tuesday's racing area, he had wisely decided that we should stay closer to home on Wednesday. Well, Wednesday may have started with a nice 10 mph breeze, but the forecast turned out to be wrong, wrong, wrong! The wind built quickly, up again to the 15+ mph range with higher gusts by the middle of the first race. With the leeward and windward ends of the course hard up against the shores, the conditions were extremely shift-y throughout the day.

We decided to start near the committee boat again in race 3. We simply had no idea which side of the course would be favored in the big shifts, and so we just wanted to get off among the leaders and have the freedom to tack to port into clear air if a right hand shift came in. We approached from above the committee boat, looked to be a bit late for the start, but got up to full speed early and rolled over a passel of boats that were luffing at the line just before the gun; we had a great start at full speed. Then we just tacked whenever the compass told us we

were being headed, thus mostly staying on top of the entire fleet up the weather leg. We arrived at the weather mark in third place, after sailing into a big header on the upper end of the leg. There followed another downwind gallop, one on which Keith and I did a gybe set, then gybed four more times in a big series of quick shifts on the upper half of the leg ("Hey Honey, make up your mind already," from an exhausted Keith.) We sailed conservatively upwind on the second beat to hold our position, arriving second at the windward mark this time, but thanks to a fantastically quick spinnaker set and fill, the third place boat, Mike Mandell and Dave Lauer from Lake Nockamix in Pennsylvania, passed us quickly on the downwind leg. We eased up and cruised home with a solid third-place finish.

I recorded the finishes behind us, and realized that we had now moved up into a tie for fifth place overall, and that only a few points separated the top six contenders. With Thursday's winds forecast to be over 20 with 30+ mph gusts, I suspected that Wednesday's second race might mark the end of the regatta. We ate lunch and cruised back and forth along the leeward shore for 45+ minutes, close enough to Cedar Point to hear the screams from the folks on the big coasters along the shore. We noted that several coasters were not running that day, and we chuckled over cell phone photos that Class President John Domagala (sailing with his 11-year-old daughter) had shown us from his trip to Cedar Point on Monday — photos of signs reading "This ride closed today due to high winds." It seemed about right for the entire regatta! We watched the cars on 10 or 11 coasters (we're not quite sure exactly how many coasters there are at Cedar Point, nor how many weren't running at all on Wednesday), but we discussed whether each ride was a "coaster", a "barf-o-matic", or even a "super barf-o-matic." We came up with about an equal number of each, though we admitted to each other that at our ages we may have over-estimated the "barf-o-potential" of each one.

Anyway, we started race 4 knowing that we could finish as high as third overall in the event with another good race, and maybe we even had a shot at second overall if a key competitor or two had a bad

race. Once again we started right at the committee boat, so we could tack to port quickly if needed. Again we came in a wee bit late and cruised over a few boats who had arrived early at the starting line. In my experience, a lot of racers come to the line too early in big fleets – especially in heavy air – and then they have to luff up and stall out to stay below the line; being a wee bit late while others are stalled out just before the gun can be a winning strategy if there's a hole to get through. Anyway, we won the start at the committee boat again, but I noticed that four of the six leaders were just underneath us – all of us on starboard tack – and all of us collectively already on top of the fleet. Many tacks in shift-y conditions later, we arrived at the windward mark in third place. We went down the run with no changes in position, then up the second beat again, and we planed down the second run a bit. Race 4 was a 5 legger, with a final windward beat back to the SSC harbor. We tried this and we tried that, close tacking now and separating then from the Dunhams just ahead and Eldon/Gray just behind, but our order remained the same; it was exciting racing, a lot of fun and very tiring. We really made the Dunhams work to earn their second place finish in that race, and thus their second place overall finish in the event – since Thursday's race was indeed eventually canceled due to high winds.

So we scored an 11-2-3-3 in a heavy air series, good enough for a third overall after winning a 3-way tie-breaker with Mandell/Lauer and Eldon/Gray – a very satisfying result for us after not sailing at all on Monday, having our worst race in in the first race of the series, and being one of the oldest teams in the event. Sandusky was a great venue – with a neat and compact downtown along the bay, super friendly and helpful locals, a week spent with good friends from all over the country, and some great heavy-air racing. Maybe there was just a wee bit too much wind for our old bodies, or maybe there really could have been at least one little shift from the left on the first beat of the first race, or..... But hey, it's all good, and the 2017 NACs were a whole lot of fun for us. We'd love to see the FSSA hold another NAC event there in the future. 🏆

Roller Coaster Rides at the 2017 NAC

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

Greg and I have made several trips to Cedar Point amusement park over the years with our kids and grandkids, so we really looked forward to this year's venue. We also knew that the team putting on this year's event were ready for the 68 boats coming for the 60th Flying Scot NAC. We left work on Friday evening and travelled for a few hours in the good ole Roadtrek that has brought us to so many NACs over the last 18 years. We were a little nervous when the check engine light came on but it wasn't blinking so we figured we were safe. We continued on to Sandusky on Saturday and arrived at the Sandusky Sailing Club to see so many of our friends, including Tom Hohler and Chris Czapleski, whom we had not seen since they moved to France so many years ago – oh how wonderful it was to see them. Tom is unable to sail at this point and has sold his boat, but he and Chris are still very close to the class and really seemed to enjoy seeing us too.

Co-chairs Marty Sweterlitsch and Bruce Kitchen and their crews were all there helping everyone get checked in and ready for the week. They were just everywhere! *Scots n' Water* Editor Deb Aronson had compiled several posterboards of pictures and stories from the last 60 years and it was a BLAST looking through all of them and remembering so many of the events, while looking at so much history from before we joined. We got the boat set up and got the name of the closest Chrysler dealer to get the Roadtrek fixed, then headed over to Cedar Point where we were camping for the week. We got settled in there before walking over to the park and riding several roller coasters. For those who are not familiar with Cedar



Photo: Diane Kampf



Members of Fleet 135 from left, Frank Gerry, Deb Aronson, Bryan Hunt, Eric Bussell, Ben Williams and Angie Hunt accept the national award

Photo: Diana Kampf

Point, they have more than 15 roller coasters and other exciting rides and it's just so much fun. But we were here to sail, too, so we got a good night's sleep and headed over to the club in the morning.

On Sunday Greg got our boat measured in while I attended the Executive Committee and Board of Governor's meetings to make sure we took care of FSSA business. While the boats just kept on coming, registration and measurement continued and a decision was looming about whether there was too much wind for the Women and Juniors. Despite all efforts by Jim Tichenor and the RC to wait for the wind to die down, it just never happened, so Women and Junior NACs were not held.

On a happier note, Charles Buffington had worked with the Flying Scot Foundation to bring us Olympic champion sailor Anna Tunnicliffe, who presented a great talk on her own sailing history. Her parents taught her to sail, not to necessarily compete, but to be aware of what to do in the event there was an emergency of any kind on the water. Lo and behold, she ended up loving to sail and worked very hard to be competitive, did what she had to do to GET to the Olympics and the rest is history. She even passed

around her Olympic gold medal for all of us to touch! Her passion for the sport is inspiring - wish we could all have her energy and her talent! What a treat to have Anna here with us at the NAC!

Monday brought some pretty hefty winds for the qualifiers, with west winds 16-20 in the first race and 18-20 in the second race with some even heftier gusts and lots of chop on Sandusky Bay. Of the 68 boats officially racing, 17 stayed on land and did not venture out for the qualifiers. A few more came back in once they got out of the protected harbor and even more came in as they approached the race course. At the end of the day, 44 hearty skippers and crew finished Race 1 and 30 finished race 2. A few boats tipped over, but no one was hurt, and a few boats with broken parts forced folks to withdraw. The remarks from the sailors as they came back to shore went from "Wow, that was a rush" to "I can't believe we raced both races" to "those who chose not to go out today made the right decision." Greg and I were in the group who made it out to the race course but felt overpowered and came back in. That put us in the Challenger Division by default, but we made a decision to play it safe, and we tried, we really did.

On Tuesday, the first day of the finals, there was lots of winds and gusts and this day would mirror the day before. But we had a kinder and gentler Sandusky Bay with NNW winds 12-16 in the first race and 10-14 in the second race. The sun stayed out with just a few clouds in a sea of blue and temperatures in the 70s, so it was warm enough if you dressed for the spray you were taking over the bow. Jim Tichenor and the RC held 2 W-L 4-leg races, with each taking over an hour, so nice long races. A wind shift at the start resulted in a general recall for the Championship Division. That slowed things down a bit for the first race, but things went pretty smoothly after that. A few boats were OCS in Championship and a few in Challenger, but most everyone behaved. Later on a wind shift caused the Challenger Division to be under postponement while the Championship Division came down to the leeward gates. With the wind shifting and going from light to medium to heavy, it was extremely important to catch the shifts right from the start and throughout the racecourse. We saw boats go from 2nd or 4rd to 9th or 10th after missing a shift. And watching

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Jeff and Amy Linton take home the top award.

for where the pressure was, gave some boats an advantage over those who could not, or did not, do that. The RC did a great job and everyone I talked to said they had fun. It was, all in all, a wonderful day on the water. And although we were about \$700 poorer, we got the Roadtrek fixed and were confident we would not need to worry on the long ride home.

On Wednesday, for day 2 of the finals, it was really cool sailing with Cedar Point right in the background. It is hard to believe that some people who race sailboats and hang over the side hiking out as hard as they can in 20+ MPH winds are afraid to ride the roller coasters! It's hard to say which roller coaster rides were better in Sandusky, on the race course in our Flying Scots or the rides we took at Cedar Point amusement park, so I am declaring a tie. With the sun shining and a few wispy clouds and temperature in the high 70s, it sure was a great day out on the water. We raced in the protected bay outside the club so we sailed out for about 5-10 minutes to the racecourse instead of over an hour. That meant shorter legs but a lot less time spent getting beaten up trying to get to the racecourse. Jim Tichenor and the RC ran one 4-leg and one 5-leg Windward-

Leeward race. At first, the pin boat had a hard time anchoring in place, but after a 15-minute delay we were able to start. In the first race we had 6-8 mph winds from the SW with about a 10-degree shift during the race. It looked like there was some wind to the right, but the boats that went over there – including us – were sorely disappointed. We saw spinnakers overtaking each other in both the Championship and Challenger divisions on the downwind legs. Before the second race the course be changed a bit due to the wind shift. The RC wanted to leave the pin boat in place since the anchor was holding, so they moved the committee boat. After a little over 1/2 hour we were in business. At that point we had some more gusts with the SW 10-13 MPH, shifting quite a bit, spotty in some places and confusing even some of the best skippers. Several of the top 10 teams swapped places after this day's racing.

We had a great time at the Annual Meeting and Banquet at Sandusky Yacht Club and one more race was planned for day 3. Bruce Kitchen was a wonderful emcee and we had Greg Fisher as a guest speaker! Willson Jenkins entertained us with some hilarious stories that he claims are

based on fact! And then there was the prestigious Fleet of the Year Award, recognizing a fleet whose sailors are FSSA members, are very active in the class including racing, participation as well as organization in local and national events, who have creative ideas for encouraging participation in Flying Scot sailing, and who generally support the Association. This year, the perpetual trophy and a Flying Scot class flag were awarded to Fleet 135, Clinton Lake Sailing Association, in Illinois. Congratulations to Fleet Captain Chris Tesdal and the rest of this hard-working fleet!

We had one last race scheduled for Thursday, but the forecast was not looking too promising and several teams decided to pack up and leave after the meeting. On Thursday morning, the NCC decided after

speaking with the PRO that there would be no racing, so it was a wrap. After the awards, we headed back over to Cedar Point to meet up with my daughter and her family to get in some more roller coaster rides! What a great vacation for us! Oh, and our drive home was uneventful, so the good ol' Roadtrek was in good favor again.

After the event Marty Sweterlitsch wrote on Facebook "Just a shout out to all the volunteers who worked so hard to organize and make NAC 2017 run. In particular my Co-Chair Bruce Kitchen, the Committee Chairs: Kathy Gaines Trask, registration; Tom Dawson, measurement; Sally Weithman, awards; Mike Conrad, food; George Gecik, entertainment; Deb Aronson, publicity; Charles and Sarah Buffington, Women and Juniors; Dan Goldberg, racing; and Gayle Kaufholz, photography. From FSSA: Bill Vogler, Carol Claypool and Diane Kampf, our championship experts. From SSC: Steve France, Jim Keane, Jay Austin and Tim Kyle were an amazing team. Thanks to all for your hard work and dedication. Next time any competitor sees any of these folks at a regatta, say thank you. It was my privilege to work with them all." My comment is

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A Beginner Sailor Conquers Fear, One Wave At A Time

Marilyn Davis Archibald, FS#4804, New England District

Photo: Marilyn Davis Archibald



There is nothing like crewing on a 19-foot racing sailboat in three-to-five-foot swells to truly concentrate the mind.

Forget yoga or meditation. You have to be fully and immediately present while pulling in the jib and hanging desperately onto the lines so you don't flip backwards into the ocean. Lost your house to foreclosure? Just won the lottery? Believe me, you won't be thinking about either one of those things when seven other boats are coming at you and you're climbing up waves that look like the movie poster for "The Perfect Storm."

Okay, I exaggerate, but these were challenging conditions for me. It was the second day of the 2017 Wife-Husband Championship at Sandy Bay Yacht Club, Rockport, Mass. Does the name of the event sound a little old-fashioned in this day and age? Possibly. But when I looked up the description of this type of regatta on the Flying Scot Sailing Association website, I read that the crew for each boat shall consist "solely of a helmsman and his/her spouse," and if everyone can get over the use of the term helmsman (helmsperson?), the race is fully inclusive. There was much joking about divorce attorneys waiting on the dock for incoming boats.

Several of the skippers in the regatta were women; however not on our boat—I'm the crew, and perfectly fine with that. My husband, David, has been sailing forever, and I'm a relative newcomer. I swore off sailing (and swore quite a bit at him) when he took me out in similar big-wave conditions about 15 years ago, and it frightened me so much I said I would never go out again.

Well, never is a long time, and I've gotten back into the boat, bit by bit, as the kids are generally not around to serve as crew anymore (I'm convinced that one reason sailors have children is to assure themselves of readily available crew for a few years). David also said he wouldn't yell, and he has pretty much kept that promise. I've only sailed in one other competition (a previous wife-husband regatta at Massapoag Yacht Club in Sharon, Mass.) but am starting to be more of a regular in the Sandy Bay weekend fleet races.

And familiarity is breeding a little bit of comfort, as I literally learn the ropes. Because that's what I do—I handle

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2017 NAC at Sandusky Sailing Club Photo Essay

So many great photos, so little space! Here is a tiny sampling of the hundreds of photos from this year's historic NAC at Sandusky Sailing Club. Where else will you see awesome photos of us Flying Scots with an amusement park in the background?! So enjoy the photos we included in the magazine and then make sure to head on over to Flickr and the link here (<https://www.flickr.com/photos/41106915@N04/albums/72157682796771262>) and be prepared to relive that awesome event. And make sure to share with your friends and family to create maximum jealousy!! 🏴‍☠️



Relaxing and sharing a laugh at the Sandusky Clubhouse.



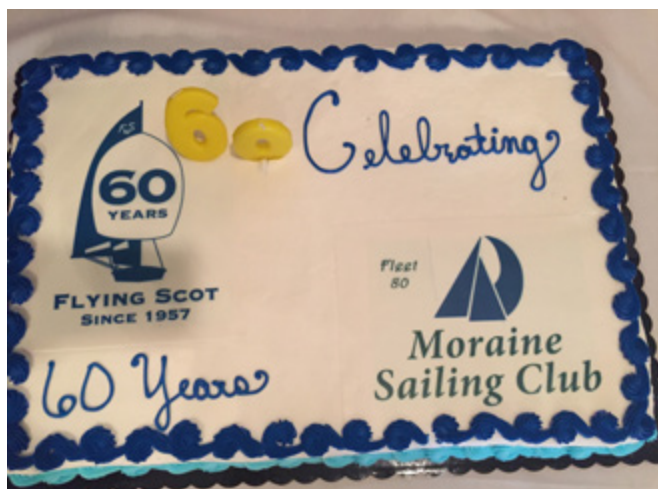
Chris Czapleski (in striped shirt) reliving the glory of being on the cover of the magazine. Her husband and skipper, Tom Hohler (in the hat) looks on. Also pictured, Keith Eustis in (oops, also striped shirt, but with a white jacket). Her skipper/husband Sandy has his back to the camera.



Measuring, on the other hand, is no laughing matter...



Olympian Anna Tunnicliffe gives us a pep talk. It was inspiring, and a little discouraging to think about how much she works out!



Not only did it look good, it tasted great!



A sampling of photos and other documents from the class's 60 years.



Jack and Martha Stewart visit with Charles Buffington.



Go Team!



Midwest district members pose for the paparazzi. Note that Lynn (red and blue bandana) and Bruce (neon yellow) are technically members of the Ohio District. Just sayin' Also note FSSA President, Bill Vogler on far right. He IS a member of the Midwest District.

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How cool is that? Racing in sight of Cedar Point Amusement Park!



Racing was tight in every race.



John Kreidler and crew, Joe Brake.



Left and right: It was so windy it blew the dog off the chain

ropes, sorry lines – uncleating the jib from one side of the boat, then scrambling over to the other, pulling that line in and cleating it, filling the jib sail with wind as David sails the boat and deals with the mainsail. I also help to watch for oncoming boats (often in hysterical fashion, but I've mostly stopped screaming "WE'RE GOING TO CRASH!"). In addition, I steer during downwind legs when David handles the spinnaker, and hang off the rail when instructed.

And we were sure hanging off the rail that day. The wind wasn't screaming, but it was plenty gusty. The higher the wind, the more the boat heels over, and the more its sailors need to counterbalance by putting their combined weight as far as possible in the other direction. I didn't even look up as we left the mouth of the harbor, just concentrated on my lines as the boat began to roll and churn through the waves. My stomach was knotting but I couldn't look down forever. As we headed toward

the start of the race I raised my head and realized there was only one option, and it wasn't crying like a baby. It was to do exactly as I had been trained, because under these conditions our safety depended on it. There could be no messing up today, because there was an actual chance of capsizing. I had to make these waves my (note to editor: substitute phrase "little kitty cat" for b- word rhyming with witch).

And that's what I did. I tried not to anticipate the waves but to look past them and pretend that they weren't there. There was only one tangled line, and though my heart was in my mouth, I drove the boat as David wrestled with our big skull and cross bones spinnaker. I kept telling myself that once we were done, the rest of the day—heck, the rest of the week—was going to seem incredibly dull. As I noted before, there is nothing like a little terror to increase mindfulness.

Well, needless to say, I survived and yes, the rest of the day was a little dull compared

to that. We didn't win the race but we came in second in the Challenger division and I won my first sailing trophy. Our beautiful new sails from Ryan Malmgren of Mad Sails might have given us a boost as well—thank you, Ryan! We made some new friends and I thought for a brief moment that maybe a new boat would be kind of awesome (then slapped myself in the face before mentioning this to my husband). I used to wonder why we didn't have the kind of sailboat on which you just drank wine and looked at sunsets. But I think I'm pretty happy with our Flying Scot now, and Patriots-like, I'll just keep doing my job on it.

Marilyn Davis Archibald sails with her husband David Archibald at Sandy Bay Yacht Club in Rockport on Flying Scot 4804 "Talk like a Pirate." This article originally appeared in the Daily News of Newburyport, and is reprinted with their permission. A few Flying Scot-specific details have been added which did not appear in the original article. 🦋

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Wife-Husbands in our Back Yard (Almost)

Diane Kampf, FS#5157, FSSA Web Editor, New England District



Photo: Diane Kampf.

Our travelling teams from Massapoag Yacht Club in Sharon, MA, were excited about having the 2017 Wife-Husbands so close to home. Teams Roger and Kate Sharp, John and Connie Eckart, and Greg and I agreed to stay at a bed and breakfast within walking distance of the club. Kate did all the legwork and the three couples had a place to stay at the Inn at Cove Hill, as did John and Sharon Wake from Virginia and Tyler and Carrie Andrews from Maryland. Tyler and Carrie were there for their second Wife-Husbands and their first regatta

away from baby William. Another couple from our club who came to help with the regatta, Harvey and Margy Davidson, had been given a weekend at a B&B by their kids, so they were all set too. Once we all arrived in Rockport we just enjoyed the beautiful weekend with friends. There were teams from the South, the mid-Atlantic, the Midwest and the Northeast and it was great to see so many come from so many places.

With Margot Hintlian leading the way, Sandy Bay Yacht Club in Rockport, MA, welcomed us with open arms as 29 Wife-Husband teams were arriving on Friday.

Skip Montello seemed to be everywhere helping us get boats rigged and in the water along with Tom Hoerner and other club members. They delivered trailers to a nearby school and brought them back when we needed to take boats out. We really enjoy the sights in Rockport, and there's a great view of the bay and the famous Motif #3 right off the deck of the club. As usual at Sandy Bay, Cathy and Chuck Nicolosi and others were on hand to ensure we did not go hungry. We noted how much we missed Kathleen Frigard. Mike's wife, who had recently passed

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away, and we reminisced about her laughter and her love of life.

After a few refreshments and beverages were served, Brian Hayes from North Sails gave a super rigging clinic and told us he'd be on the water filming the races, and would present what he saw when we came back in. It's so great to have folks like Brian supporting the class. We appreciate what he does! A group of us walked a few blocks and had dinner at a nearby restaurant — food was great, company was great, sunset was a bonus!

On Saturday, our hosts at the inn served a wonderful breakfast and treated us like family. They shared stories about the history of the inn and a few stories about guests who has stayed in the past, leaving us to wonder what they would say about a bunch of sailing couples here for the weekend to sail together. Most people I talk to cannot believe we all sail with our spouses and are still married after all these years, but we all would not have it any other way. This is such a unique event for the Flying Scot class and we always look forward to going.

At the club, after PRO Steve Ouellette

led the skippers' meeting at 9AM, there was little to no wind in the harbor, so we did not go out immediately. Teams took advantage of the goodies that were put out for a continental breakfast, then made PB&J or Fluffernutters to take out on the boat. Unfortunately, the wind did not fill in before 11AM, so up went the postpone flag, affectionately nicknamed the "Cat-in-the-Hat" flag. But that did not lessen the spirits of the Wife-Husband teams, they just kept on sharing stores of other regattas, bragged about their children and grandchildren and some went for a walk in Rockport to take in a bit of this historic New England town. Meanwhile, Brian Hayes did what he does best, gave an impromptu talk with some Flying Scot footage he had from previous events, sharing stories, answering questions and really entertaining the crowd.

About 12:30, the wind came up enough to take down the flag and get us out on the water for two races. The first race was a W-L 4 with the wind blowing 4-6, occasionally getting to 7 or 8. In the second race we had a little more wind, maybe 8-12, with some rail time and vang time.

Going right was the order of the day for most boats and that choice was not for the faint of heart - you had to go WAY right to be successful. A few boats were successful going left but in the second race, the boats that went left really did not make out well, unless they went left just a little way, then going right up the rest of the windward legs. After racing, Brian Hayes once again showed videos that he had taken on the racecourse and explained what went well, what were not the best decisions and what some could have done better. And there was a traditional New England fishing town dinner - lobsters or chicken — it was just fabulous and we did not go away hungry!

After another great breakfast at the inn on Sunday, we made our way over to the club. What a difference between Saturday and Sunday! With the Northeast wind blowing 12-14 and 2-3 foot waves, the RC went out to see what it looked like. They came back with a big thumbs up and we made our way out to the race course. The wind continued to moderate a bit during the races, but the waves stayed! The RC did a great job of setting great courses and getting us back in with lots of time to enjoy each other's company before it was time to head home. With 2 W-L 4 leg races for the Championship and 1 for the Challenger Division, the racing was done and we were back in by 1:30. Full results are on FSSA.COM under regatta results. The winners in the Championship Division were Jeff and Amy Smith Linton from Florida, and the Challenger winners were Kristian and Kay Weeder from Pennsylvania. After the event, some couples left for home, and some of us stuck around Rockport to enjoy some more of the charming downtown. Some couples stayed a day or two longer and made a real vacation of it, enjoying the New England Coastal communities.

As always, Sandy Bay Yacht Club did a great job and we thank them so much for their warm hospitality, great food, fun racing and a great time! We'd love to return again for their next Flying Scot event! We look forward to the next Wife-Husband regatta at Jackson (MS) Yacht Club October 26-28, 2018. ▲

MAKING WAVES!



Photo Yvonne Pottharst

Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st
GYA Junior Lipton Championship-1st / GYA Women's Championship-1st



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2017 Women's and Juniors' North American Championships

Steve Comen, FS#6090, Southwest District



Photo: Frank Richards.

After the Women's and Junior's NACs were blown out in Sandusky, Fleet 23 at Corinthian Sailing Club in Dallas volunteered to host a makeup regatta the weekend of 9/16-17. Fleet Captain Nina Cummings agreed to be regatta chair and recruited Bob Gough as PRO. Together they very quickly pulled together the regatta with full support from the rest of the fleet and CSC. The fleet arranged for housing, loaner boats and crew for anyone who needed them, and started sending emails and making phone calls to recruit sailors. A total of 10 Women's and 6 Juniors' teams raced.

Saturday brought ideal conditions with south winds around 8-12. CSC's Greta Mittman with crew Heidi Gough pulled out the win in a very competitive first race for the women. Rachel Mittman with her father Michael as crew beat out the

Austin Yacht Club team of Lucy Brock, Julies Heitkotter, and Taylor Snyder in the juniors. With the nice breeze holding, Bob kept the fleet out for a second race before lunch. Last year's women's champion, Lynn Bruss of Privateer Sailing Club, sailing with Nina Cummings and Eileen Reisdorf, won the women's race, while Lucy and team beat out Rachel in the juniors.

After a lunch break back at the club, the fleet went out for one more race. The wind dropped just a little and became even shiftier than usual for White Rock Lake, resulting in lots of lead changes and opportunities for big gains and losses. Rush



Photo: Sherrie Galloway.

Creek Yacht Club's Melissa Hemker with crew Virginia Hannan and Erin Progelhof got the win in the women's. In the juniors', it was Rachel's turn again as she won, with Lucy second.

Appetizers and drinks at the club before a great fajita dinner provided by CSC gave everyone a chance to rehash the day and marvel at how close the racing was. With 3 different race winners in the Women's division, it was two boats who managed to be more consistent (Kate Gomes and Kaitlyn Reilly from Greater Richmond Sailing Association and CSC's Alanna Strong, Audrey Duffel, and Annette Johnson) that were tied for the lead. There were only 2 points separating the top 4 boats. In the juniors', Rachel had a 1-point lead over Lucy while the rest of the fleet battled it out for third.

The wind was a little lighter Sunday morning. Bob got everyone out to the race course, and after a short delay to let the wind fill in, he gave the fleets two more great races. RCYC's Mary Ann Hopper, Jennifer Draheim, and Lindsay Hopper won the first race of the day, with Greta second and Alanna third, putting Alanna 1 point ahead of Greta going into the last race, with the next four boats all within 2 points of each other. In the juniors it was Lucy's turn to win, setting up a winner-take-all final race.

The final race saw the same competitiveness and scrambling of finishes. Greta and Heidi won the race, with Mary Ann continuing her good day with a 2nd place. Overall this gave Greta and Heidi the



Photo: Frank Richards.



Photo: Frank Richards.

win, with a 3-way tie for second place. Mary Ann won the tiebreaker, followed by Lynn in 3rd and Kate in 4th. In the juniors Rachel edged out Lucy at the finish to complete the Mittman sweep for the weekend. Hanna Progelhof and her father Jeff of RCYC were the final medalists in the junior fleet.

Overall feedback on the regatta was great – the women really liked having the event be separate from the NACs.

Pictures and results were reported real time on the FSSA Facebook page; you can check there for pictures or see many additional pictures on the CSC website at www.cscsailing.org. 🚢



Photo: Frank Richards.



Photo: Dani Estabro.

Night Sailing, Ocean Waves and More Ways to Have Fun at Your Club

Phillip Berger, FS#6069, Greater New York District

July 7, 7 pm: We gather on the bulkhead of the Avalon Yacht Club near Cape May, New Jersey, to take part in the Full Moon Fun Sail. Six boats on trailers are in line to be hoisted into the bay. Mitch Shiles, one of the original Fleet 208 founders, devised and planned the moonlight sail. Mitch apparently consulted with the weather gods, dutifully checked and rechecked the weather maps and tide tables, and determined that July 7 would be the absolute perfect night for our full-moon sail.

The skippers of Fleet 208 are joined by their families, friends, and friends of friends, who have all been anticipating this event, which has only been held a few times before, and which requires the perfect match-up of a full moon, high tide, and enough wind to make the event possible. The setting sun provides a magnificent view to the west, while the full moon rises to the east. The weather is warm, the wind is steady and it is setting up to be a wonderful night.

The moonlight sail is just one of several activities Fleet 208 has undertaken. One reason for the fleet's growth is the fun activities that have been organized, including not just the moonlight sail, but also an ocean/long-distance race and a bi-weekly challenge with a neighboring yacht club.

In addition, there are some young guns led by Sam Mandell at Avalon, who are pushing everyone to be better. Sam also has been instrumental in introducing younger sailors to the fleet by teaching, racing with, and encouraging the younger Avalon Yacht Club members and instructors to hop on board and check out the Flying Scot.



Photo: Phillip Berger

Once in the water, the fleet sails north to Sea Isle City, then west as we sneak our way through the narrow channel that zigzags through the marshes. The racing skippers of the fleet who usually are on the tiller, are now enjoying the

magnificent sunset as their spouses, their children, and their friends take turns at the helm and set the sails. As light gives way to darkness the six boats out for this voyage break out their various navigation lights. We have a red blinking bike

light tied to one shroud, a green blinking bike light tied to another shroud, and a Coleman flashlight strapped to the bow handle. Other boats have set up a more formal lighting system. Looking at the 7-mile island that makes up Avalon and Stone Harbor from the dark moonlit bay is quite a sight.

When we are still several miles away from returning to the Avalon Yacht Club, and with the wind subsiding, one of the young ladies on my boat has to hit the head “now.” The words “wow, this bucket is so comfortable” are not to be uttered by her, so we have to get back to the club pronto. How better to accomplish that task than to raise the spinnaker and set the pole in total darkness? Flying the spinnaker when you have no reference as to where the wind is actually coming from is quite challenging. However, at approximately 10:30 p.m., after a truly wonderful journey, we return to the Avalon Yacht Club.

This moonlight sailing extravaganza is just one reason Fleet 208 is so special. With the help and encouragement from John Groskoph, the Avalon Yacht Club also holds an ocean race each year. This race has evolved from being an around-the-buoy race set in the ocean (which occurred one year only days after a major hurricane went through New Jersey and left big waves and big winds in its path), to now being an actual distance race from Avalon, New Jersey, to a finish set up just outside the Cape May, New Jersey, inlet. The festivities then continue at the Corinthian Yacht Club in Cape May, with refreshments being served, and trophies being awarded. Being three miles off shore on a Flying Scot is quite strange and wonderful!

Further, Fleet 208 and Fleet 192 of the Yacht Club of Stone Harbor have a friendly rivalry. Stone Harbor has an established fleet under the guidance and tutelage of Linda Nicholson. The two fleets meet every other week in the open waters of the back bay, which is equidistant from both yacht clubs. The racing is friendly but competitive. Neither club would have it any other way.

Avalon and Stone Harbor (who co-hosted the Mid-Atlantic Yacht Racing



Photo: Philip Berger.

Association Flying Scot regatta this year) are two special clubs. Even with bad rainy weather, and storms popping up on the radar, 19 out of the 22 boats (from several clubs), which had signed up for this event came out to race. Two races were held before the regatta was concluded because of the threat of lightening. Notwithstanding the weather, the MAYRA regatta was a great, well-run event, and very competitive.

Avalon's fleet, under the direction of Dave Mohr — who truly goes out of his way to make all sailors and their families feel welcome, appreciated and part of the fleet — is experiencing tremendous growth. Where only a few years ago there were two Flying Scots at the Avalon Yacht Club, through Dave's efforts, enthusiasm and determination there are currently eight active Scots with two more expected by next year. In just a couple



of years the Avalon fleet has grown 500 percent! Well done, Dave!

I am so privileged to be a part of Fleet 208. The full moon regatta, the ocean race, and the bi-weekly competition with Stone Harbor are sailing adventures that all of us, and our spouses, children and guests will remember as being the highlights of the summer! 🌊

that it was our privilege to work with Marty and Bruce - thank you so much for a wonderful event!

Full results are posted on FSSA.COM under Regatta Results, but below are the special award winners and the top 10 in each division, who all received trophies. ▲

Best Sailed Club-Owned Boat	Detroit Yacht Club Cup – Awarded to the best sailed club-owned boat.	Paul Lee from Edison Boat Club
Best Sailed Challenger Boat with Woman on Board	Nancy Roman Trophy – Awarded to the highest finisher with a woman on board, either skipper or crew, in the Challenger Division.	Stacey Rieu from Ephraim Yacht Club
Best Sailed Boat with Woman Skipper	Huron-Portage Yacht Club Fleet 20 Trophy – Awarded to Highest Placing Woman Skipper.	Lynn Bruss, Privateer Yacht Club
Best Sailed Boat with only Wife/Husband on Board	Ted and Florence Glass Trophy – to honor the best sailed Scot with only a wife and husband on board.	Jeff and Amy Linton from Davis Island Yacht Club
Best Sailed Father-Son Boat	Father/Son Trophy – Awarded to the best sailed boat with a father and son on board, with one as a skipper.	Zeke and Jay Horowitz, Sarasota Sailing Squadron
Best Family Sailed Boat	Mary Douglas Trophy – Awarded to the best family sailed boat with at least one woman on board.	Tyler and Carrie Andrews from Deep Creek Sailing Association
Best Fleet in NAC	Fleet 1 Trophy – Awarded to the best fleet in the NAC.	Corinthian Yacht Club Fleet 23
		For the following winners
		Robert and Nina Cummings
		Griffin Orr and Tim Ponter
		Tom and Melissa Miller
Best Finishing Skipper –	Master Trophy	Jeff Linton, Davis Island Yacht Club
Senior Championship – Skipper and crew both Age 60 or Over	3rd Place	William Robertson and crew, Privateer Yacht Club
	2nd Place	Frank and Marianne Gerry from Clinton Lake Sailing Association
	1st Place – Silver Piper Bowl	John Aras and John Wake, Annapolis Yacht Club
Women's NAC Champion	Joan Burnside Trophy - Awarded to the highest placing skipper in the Women's NAC	(Awarded at the makeup regatta. See story in this issue)
Junior NAC Champion	Fleet 76 Trophy - Awarded to the highest placing skipper in the Junior NAC	(Awarded at make up regatta. See story in this issue)
Fleet of the Year	FSSA - Awarded to the Most Active Fleet	Awarded to Clinton Lake Sailing Association, IL, Fleet 135 Captain Chris Tesdal
CHALLENGER DIVISON	10th Place	Charles and Sarah Buffington, Deep Creek Sailing Association
	9th Place	Greg and Diane Kampf, Massapoag Yacht Club
	8th Place	Mark Riefenhauser and Warren Schutt, Candlewood Yacht Club
	7th Place	Phil Scheetz and Richard Baucom, Nockamixon Sailing Club

CHALLENGER DIVISON (cont.)	6th Place	Brian and Suzy Hawkins, Portage Yacht Club
	5th Place	Liz Elden and Don Gray, Lake Norman Yacht Club
	4th Place	Michael Mandell and Dave Lauser, Jr., Nockamixon Yacht Club
	3rd Place - Terry Schroeder Trophy	Keith and Sandy Eustis, Keowee Sailing Club
	2nd Place - Sam Tellschow Memorial Trophy	Melanie and Bill Dunham, Deep Creek Sailing Association
	1st Place - Max and Mary Doolittle Trophy	Ryan Malmgren and Stacey Rieu, Ephraim Yacht Club
CHAMPIONSHIP DIVISION	10th Place	Tom and Melissa Miller, Corinthian Sailing Club
	9th Place	Michael and Jennifer Ikeda Faugust, Ephraim Yach Club
	8th Place	Griffin Orr and Tim Ponter, Corinthian Sailing Club
	7th Place	John and Connie Eckart, Massapoag Yacht Club
	6th Place	Robert and Nina Cummings, Corinthian Sailing Club
	5th Place	John Aras and John Wake Annapolis Yacht Club
	4th Place - Ratsey & Lapthom Trophy	Brian and Brian Hayes, Housatonic Boat Club
	3rd Place - GL Foster Trophy	Zeke and Jay Horowitz, Sarasota Sailing Squadron
	2nd Place - Tea Party Trophy	Tyler and Carrie Andrews, Deep Creek Sailing Association
	1st Place - Gordon K. Douglass Trophy	Jeff and Amy Linton from Davis Island Yacht Club

Introducing Two New District Governors

As we head into the end of 2017, we welcome two new District Governors. One, a relative newbie, and one, and old salt, so to speak.

Andrew Fox learned to sail on a Capri starting at the age of five, but he discovered the Flying Scot just a couple years ago, thanks to Willson Jenkins of Muscle Shoals (AL) Sailing Club. Andrew was a senior in high school when Willson invited him to be crew at the 2008 Flying Scot nationals in Toms' River, NJ. "This was my first time experiencing a national event or even a one design regatta! What a blast!" says Andrew. It was a perfect fit since Andrew was looking for "an active racing class with competitors who would be willing to share their tips and strategies to make the boat move faster." He also appreciates that it is rugged, easy to trailer, and very inexpensive. Since then he has been making up for lost time: he has traveled to numerous Flying Scot regattas, serves as the fleet captain at the Birmingham Sailing Club and now is serving as the district governor of the Dixie Lakes District.

"It's been a real thrill to get into a one design class with the great people of Flying Scot Association!" he says.

Debbie Cycotte, the newly appointed District Governor for the

Capital District, started sailing Flying Scots in 1969 as a teenager with the Girl Scout Mariners at Lake Gaston in North Carolina. She also worked for Bill Myatt, the local Flying Scot dealer in the Carolinas, a day or two a week after

school. Her father and she bought FS #1849 in late 1970 and started to travel to many area regattas plus some Midwinters and NACs. She has been an active member of FSSA ever since. Debbie was previously district governor in the Carolinas, as was her father before her. Debbie also is currently Class Historian, and many of you have enjoyed her history articles that appear regularly in Scots N Water.

"What I have always enjoyed the most with sailing Flying Scots are the friendships of fellow Scotters I have made over the years," she says. "For me these regattas are like family reunions." 🚤



Andrew Fox



Debbie Cycotte

2017 Wife-Husband Championship at Sandy Bay Yacht Club

Photo: Beth Leahy



It's a long long way down to the water!!



Photo: Diane Kempf

You've got to see this picturesque harbor to believe it.

Photo: Beth Leahy



The front porch was a great place to view the gorgeous harbor and catch up with friends.



Photo: Beth Leahy

All boats were at mooring balls. Transportation was first class!!

Photo: Beth Leahy



Good sail rolling technique demonstrated!



Photo: Deb Aronson

Monday after the event turned out to be a terrible day to unrig the boat. Pouring rain! From left, Mark Benner, Stacey Rieu, and Ryan Malmgren.



Photo: Beth Leahy.

It wouldn't be the wife-husband without some smooches!



Photo: Beth Leahy.



Photo: Beth Leahy.



Photo: Beth Leahy.

Competition was very tight, as always

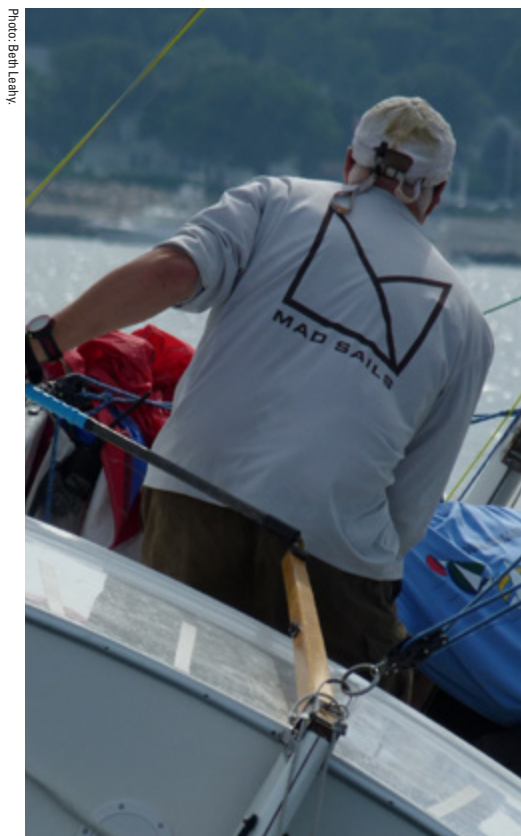


Photo: Beth Leahy.



Photo: Beth Leahy.



Photo: Beth Leahy.

Photo: Beth Leahy



Photo: Beth Leahy



Sunday the wind shifted and brought lots of waves. Many photos make it look like boats are swamped! No catastrophes at all, however

Photo: Beth Leahy



Photo: Beth Leahy



Photo: Beth Leahy



Photo: Beth Leahy



Editor's Note:

Since the FSSA is considering organizing another Flying Scot cruise much like this one, we thought it would be fun to read about this cruise from 20 years ago!

How We Spent Our Summer Vacation

By Betty Struckhoff

What were our expectations for a six-day Flying Scot cruise of the Thousand Islands in the St. Lawrence river? It's hard to say. There were visions of a large fleet of boats, leisurely sails, maybe a picnic on a deserted isle, quaint bed and breakfasts. Not surprisingly, the reality was somewhat different, but absolutely perfect in its own way.

Our adventure started in early June with a Friday evening get together in St. Louis with sailing friends, John and Peg Woodworth. As we drank martinis on their porch, we decided that, yes, we would go on the trip being organized by Graham Hall. So there would be no turning back, John proceeded to immediately call to reserve accommodations for the five nights of the trip.

It was about a month later when we found ourselves with our Scots (Jim and Betty #4296; John and Peg #3943) at New York's Westcott Beach State Park, watching the pouring Saturday morning rain and thinking about omens. But the sky cleared around noon as Graham showed up with his wife, Mary Ellen, his parents, Bob and Alice Hall, and "Irish Rover", Flying Scot #3720. Bob was to be Graham's crew, while Alice would drive the "sag wagon", Mary Ellen would accompany her until flying back to New York on Sunday night. Later that afternoon, we were joined by Paul and Nancy Clark, who cruise their Flying Scot #4965 near their home in Pittsburgh, as well as in Sarasota, FL and elsewhere.



Betty and Jim enjoy sailing wing and wing.

Our shake-down cruise to Sackett's Harbor was picture perfect. Lake Ontario was calm and the four boats sailed an easy reach before turning downwind into the wide bay created by the Black River. As advertised in the cruise brochure, we tied up at the Boathouse restaurant and proceeded to imbibe and get acquainted. This turned out to be the only town where our accommodations were not a short walk from our moorings. Sackett's Harbor was full of tourists for the long 4th of July weekend so Bob chauffeured us to the renovated 1812 army barracks where we stayed. We retired early to forecasts of 15-20 mph winds for our 20 mile sail across part of Lake Ontario and into the St. Lawrence river the next day.

Graham warned us the wind would probably not come up at all until ten, but we persuaded him to make an early start and left the dock around eight thirty. A light breeze carried us out of the bay and then it died!



After a quaff at the Lost Navigator.

Left to Right-Graham Hall, Bob Hall, Jim Harris, Betty Struckhoff, John Woodworth, Alice Hall, Andre Gendrom, Paul Clark, Nancy Clark, Peg Woodworth

Graham was obviously the seasoned veteran when it comes to cruising. He just set his beach chair on the foredeck and read a book. The real cruisers in the group, Paul and Nancy, had the good sense to bring a motor and began to tow us slowly across the lake. Later a very light breeze surfaced and we struggled to make way

Continued on page 20



Tied up in Gananoque.



Alice and Bob Hall enjoy drinks at Boathouse Restaurant, Sackett Harbor.

Continued from page 19

with sails alone. As loons skimmed along the surface of the glassy lake, verses from the Rhyme of the Ancient Mariner kept flitting through my mind. A steadier breeze greeted us at the entrance to the St. Lawrence river and it built nicely as we sailed a broad reach under spinnaker to our dock at Cape Vincent, tying up about nine hours after we left Sackett Harbor.

Cape Vincent was arguably the most unspoiled and amiable of the towns we visited. Our motel host was a Bronx transplant who gave us the complete low down on every bar and restaurant in town. We took his advice and had a first rate dinner at the Sleepy Hollow restaurant. A pleasant walk brought us to the general store

where we found a copy of the gossipy local newsletter, complete with a listing of the recent high school graduating class and lots of press on the French festival scheduled the following weekend. Napoleon would lead the parade. French festival? On the New York side of the river?

Our questions were answered the next morning as we and the Woodworths rented bicycles and pedaled to Tibbetts Lighthouse, at the entrance to the river from Lake Ontario. Peg found a brochure explaining the historical significance of many old houses along the way and she became our tour guide. Turns out Cape Vincent was settled in the 1840's by Napoleon's supporters who fled France when he was deposed. They weren't welcome in Canada so they picked the American side of the river.

At noon we began our sail straight down the river to Clayton. The wind which had been predicted for the prior day had finally materialized. We were able to go "wing and wing" with the main and jib as we surfed straight downwind for 12 miles. Something else!

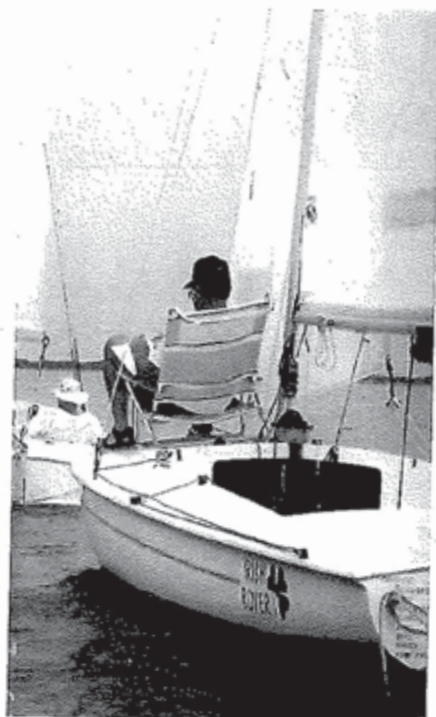
At Clayton we were met at the dock by Andre Gendron. Hailing from Montreal, Andre sails Flying Scot

#697 solo. Full of excitement, he accompanied us to the Lost Navigator tavern where we quaffed our thirst and reveled in the glow of a great sailing experience. Following our group photo and motel check-in, some of us followed a short walking tour which highlighted much of the Romanesque and Italianate architecture in the old town. Clayton was a shipbuilding town and then a railroad terminus in the heyday of Thousand Island tourism, early in the 20th century. Our group which now numbered an even ten people enjoyed a perfect sunset dinner at the Riverside Cafe overlooking the beautiful St. Lawrence.

By now, no one really knew or cared what day of the week it was. We left the dock the next morning, beating up the ship channel in a brisk west wind to make our way around Grindstone Island. Andre quickly fell behind, but he had assured us not to wait for him. He could always motor if needed. After our beat of about a mile and a half, we were able to reach down and pop our chutes as we sailed across a wide open expanse and then followed the channel markers to Gananoque.

My history book told me the name means "place of many deer" but no deer were seen in this delightful Canadian town. We docked and stayed at the Gananoque Inn, had a leisurely lunch on the deck overlooking the water (as Andre sailed in while the wind built) and explored the town. Some retired to the hotel bar after dinner to watch the baseball all-star game with French commentary. Those of us who persevered were able to buy unclaimed tickets to a sold out performance of Noel Coward's *Private Lives* at the circa 1909 playhouse. At intermission, as we stood on the deck overlooking the river, Bob and Alice reminisced about their years of sailing in Snipes, Flying Scots and other boats. Graham comes by his passion honestly.

We left Gananoque about noon the next day with the promise of a relax-



Graham demonstrates how to deal with no wind.

ing sail. With a fair wind out of the west, our course was downwind on the Canadian side, an easy reach across, and then downwind again in the American Channel to Alexandria Bay. Not! As we headed down, the wind clocked to the southwest. By the time we turned to cross, it was gusting to 20 mph or more and we found ourselves in a grueling beat, buffeted by continuous puffs. Of course Andre fell behind, but the other four boats stayed within sight of each other. There was a wide expanse of water, with Eel Bay, a very shallow area, to our left. When we finally reached a narrower passage, I relaxed a little—at least if we capsized now we would drift to shore very quickly and not be in the chilly water too long!

No one was sure just which island was which. Jim suggested I check the chart, but between the gusts I politely informed him that charts are pretty useless when you don't know where in the — — you are. Even Graham professed ignorance, so we followed our best hunch and turned downwind toward what was thankfully the

American Channel. A storm was now hanging in the southeast. With continued strong winds and whitecaps on the water, we doused our mainsails and proceeded with just jibs. Eventually the winds lightened allowing us to loaf along and enjoy spotting interesting sights on shore, a little rain fell, Graham serenaded us with his harmonica and the four boats reached Alexandria Bay safe and sound.

But where was Andre? Of course he had fallen behind in the heavy air. We decided to give him some time to catch up while taking our boats out of the water to prepare for an early departure the next day. Alice took drivers back to Westcott Beach while the rest of us towed the boats to the take-off ramp. We packed up our gear, cleaned up and prepared for dinner. Still no Andre!

While our minds told us he was surely safe, we couldn't help being concerned. Jim was in the process of notifying the Coast Guard when John returned from a quick trip to Clayton with the report that Andre was there. In true sybaritic style, he had made his way to a private dock when the winds became too strong. As luck would have it, the island was the vacation spot of a French Canadian couple who feted him with wine and lunch. When the weather improved, Andre motored back to Clayton where he had his car and trailer.

Our last dinner together was a bit raucous. Surviving our bit of adversity, Andre back with us, we ate and drank and shared sailing stories. The restaurant was not crowded, and near the end of the evening a gentleman

from another table stopped by. He had been fishing at the ramp when we took out our boats. "Just what is this group?" Well, we all got together to cruise the river. "But you're from all over the continent. How did you find each other?" Well, there's this national organization of Flying Scot owners, the Flying Scot Sailing Association.

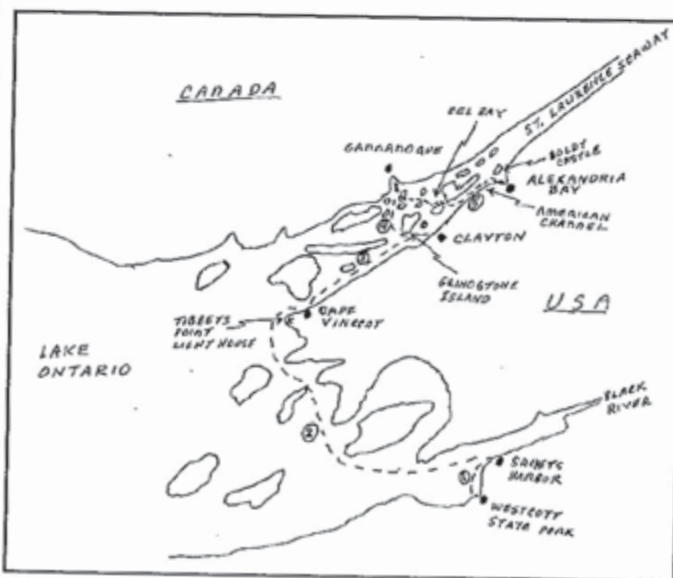
In the morning we shared pancakes and coffee before heading for all points of the compass. Some of us took the ferry to tour Boldt's castle while others got an early start on the road.

The trip packed a little more adventure than some of us had bargained for. However it included learning a lot about the history and culture of a beautiful part of the U.S. and Canada, testing our sailing skills in all kinds of weather, and the opportunity to get to know some delightful fellow sailors. Graham did a wonderful job of planning, organizing and leading the itinerary. Let's hope this is the first of many cruising adventures for all of us.

Betty Struckhoff & Jim Harris

Map by Jim Harris. Not for navigational purposes.

Special thanks to Peg and John Woodworth for photos. ▲



How Well Do You Know... (from page 6)

Flying Scot History Answers

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

1. Kirtland Hills, a township south of Mentor, Ohio, about 20 miles east of Cleveland.
2. Sandy reserved #1 for himself but didn't have time to build it first as orders had to be filled. He built it several boats later but didn't keep it long and sold it weeks later to Irmgard Schildroth of Tennessee after he took her and her husband, George on a test sail. The boat changed hands a number of times and was re-purchased by Flying Scot, Inc. in celebration of the 25th Anniversary. The boat is still competitive today and was raced in the 30th and 50th anniversary of the class. Although the boat has had some repairs, it still has its original mast and boom.
3. Fifty-two. He began the project after his disassociation with Douglass & McLeod, builder of the Thistle and Highlander.
4. The Thistle and Highlander quickly come to mind. He also built International 14s (a hot racing machine), the International 21, the Interlake catboat (22'), the Interlake sloop — also known as the Sandusky Sailer (18'), and a few Stars.
5. Nine. The primary builder has always been Gordon K. Douglass Boat Company. When Sandy retired in 1971 he sold the business to Eric and Mary Ammann, longtime employees since the early days in Ohio. When they retired in 1991, they sold the business to Harry and Karen Carpenter. Harry started as a college student working for them and in 1978 went to work full time for. Harry and Karen formed a new company, Flying Scot, Inc. The name was new but the philosophy and operations were the same established tradition. The second largest builder was Customflex, Inc. in Toledo, Ohio. Another Midwestern builder was Lofland Industries in Wichita, Kansas. There were three Canadian builders: Tanzer Industries, Inc. of Dorion, Quebec; Challenger Yachts Limited in Pointe Claire, Quebec; and the Shark Shop in St. Catharines, Ontario. West Coast builders were Ranger Boat Company in Kent, Washington, and West Scot Corporation in Salt Lake City, Utah. We also had one company, P.I.T. Fiberglass Co. Inc. in Wichita, Kansas, that built a "Lofland spin-off" who wasn't a licensed builder. Those eight boats without sail numbers ended up as training boats in New Orleans, but were never allowed to compete in Flying Scot events.
6. Flying Scot, Inc. builds its boats in Deer Park, Maryland, a "suburb" of Oakland.
7. #6140 is the latest number already built. #6131 is in the mold and #6136 is in assembly. Remember that the numbers are issued in blocks of 30 at a time. The boats are not built in exact number sequence as owners sometimes have a request for certain numbers.
8. The hull itself weighs 675 pounds. This does not include the spars, centerboard and rudder.
9. The centerboard must weigh 105 pounds, +/- 5 pounds.
10. The mast is 26 feet. Watch out for overhead power lines! The boom is 12.5 feet long.
11. The sails contain approximately 192 square feet. The jib is 53, the main is 138. The spinnaker is approximately 200 square feet.
12. Howard Boston shared Sandy's vision of the Scot and advanced him the sails for the early Scots. Howard owned Boston Sails, Inc. in Mount Clemens, Michigan.
13. Flying Scot hull #34 was laid up in the mold to protect the surface of the mold and along with all the shop equipment loaded into a van for its new location in Oakland.
14. Sandy won his first race at the ripe old age of 9. It was in 1913 in the Open Class Canoe, a 16' canoe with leeboards and a lateen sail of 40 square feet.
15. Paddling. Paddling and rowing are similar, though different sports. Sandy was a championship paddler who was prepared to compete for Canada in the Olympics when it was "discovered" he was a Yankee and was ruled ineligible. A great disappointment.
16. The first Flying Scot North American Championship occurred August 29-30, 1959, on Clear Fork Lake, Mansfield, Ohio. Thirty-two boats entered. Sandy Douglass won. It was the first of his seven Flying Scot Championships titles.

17. Riverside Yacht Club, Connecticut; Lake Norman Yacht Club, North Carolina; and Carlyle Sailing Club, Illinois, have each hosted the event six times.
18. Including this year's NACs, 33 different locations have been used for the Championships. Two of these were in Canada: Montreal, Quebec, and Hamilton, Ontario.
19. The largest championship was held in 2007 for our 50th Anniversary NACs at Fishing Bay Yacht Club in Deltaville, Virginia, with a whopping total of 101 boats. Fifty-nine in the Championship and 42 in the Challenger.
20. Only once, in 2006 at Corinthian Yacht Club in Marblehead, Massachusetts, after a micro blast tornado went through the area and damaged more than 45 boats, canceling the rest of the event.
21. Sandy Douglass and Greg Fisher have each won the event seven times.
22. Gerry Hartman. Kamikazes are a drink.
23. Royal Palm Yacht Club in Fort Meyers, Florida, hosted the first Midwinter Championship in 1967. The regatta was sailed there until 1972 when it was moved to St. Andrews Bay Yacht Club in Panama City, Florida. SABYC hosted the event for 33 years. In 2005 the Midwinters moved to St. Petersburg, Florida, and stayed there through 2009. Since then it has been held on alternating years between Southern Yacht Club in New Orleans on even years and the Sarasota Sailing Squadron in Sarasota, Florida, in odd years, except for a return to Panama City in 2016.
24. Greg Fisher and Kelly Gough have each won the Midwinters six times.
25. The FSSA was founded in November of 1958 in Mansfield, Ohio. A steering committee included members Sandy Douglass, Bob Greening, Creston Stewart, Dick Peake, Russ Stinchcomb, and several others who met to draft the first Constitution. Sadly, many of the details of the early years are lost.
26. The price of \$2,050 for a new Flying Scot was raised to \$2,175 in July of 1961. The FSSA had 192 active members and 31 Associate members.
27. Truman B. Clark, John A. Beierwaltes, Robert E.L. Greening, H.W. Sawyer, Richard Eyerman, Charles B. Hall, William E. Claypool, Dr. Thomas F. Meaney, J. Fred Weintz, Jr., Ernest L. Godshalk, Bearns Smith, Theodore G. Glass, Lewis B. Pollard, Sr., William V. Singletary, Robert F. Vance, Donald C. Hott, Allen M. Douglass, Hallam Walker, Jack Stewart, E. Paul Moore Jr., Lawrence W. Taggart Jr., Bernard A. Knight, David P. Jacobsen, Terry Dees-Kolenich, Dan Goldberg, James B. Harris, William B. Ross, Glenn Shaffer, Barbara Griffin, Charles Buffington, Diane Kampf, Frank Gerry and John Domagala.
28. Fifteen. Starting in 1959 with Arthur J. Beck, Ralph G. Fritch, Llewellyn S. Howe, Thomas F. Meaney, Robert B. Meese, J. Mason Pilcher, Charles E. Silsbee, Robert B. Hanna, Richard Elam, Paul Newton, Pat Barry, Paul Nickerson, Sunshine Hartman, Kay Summerfield and our current editor, Deb Aronson.
29. The February, 1966, issue of Scots 'n Water. It means "Buyer Beware."
30. The FSSA has 14 Districts covering both the US and Canada. They are: Capital, Carolinas, Dixie Lakes, Florida, Greater New York, Gulf, Michigan – Ontario, Midwest, New England, New York Lakes, Ohio, Pacific, Prairie, and Southwest.
31. 79 Active fleets and 129 suspended/revoked fleets.
32. 948 members, which is down in recent years compared to 1997 when we had 2200+ members.
33. 1998. The American Sailboat Hall of Fame was established in 1994 by Sail America to recognize ingenuity in designs by American boat builders.
34. Hal Marcus of Pensacola, Florida, in March, 1973.
35. Courtney Waldrup in Columbia, South Carolina.
36. March 24, 2008. The Flying Scot Foundation has been established to further the Flying Scot Sailing Association's objectives to promote Flying Scot sailing and racing; to sponsor social, recreational and fraternal events among its membership where they might enjoy sharing information and ideas concerning the Flying Scot and to sponsor charitable and educational projects.
37. The North American Championship, Midwinters Championship, Wife-Husband Championship and the Atlantic Coast Championship.
38. 1987 as part of our 30th Anniversary Regatta at Cowan Lake, Ohio.
39. 2004. Capital, Carolina and Greater New York districts.
40. Don Hott was a retired judge who lived in Keyser, West Virginia. His first Scot #29, was one of the first built Flying Scots, and he bought it sight unseen at the recommendation of a friend who had only seen one from a distance. He owned a total of four Scots thru the years, all ending in "29", with #29, #329, #1329 and #3029 telling people he tried to save money on sail numbers! He was our Class Measurer from 1971-1977 and First Vice-President in 1978-1979 and President in 1980-1981. He was also a founding member of the Deep Creek Yacht Club in Maryland. He received recognition for attending the first 50 North American Championships. Always a true gentleman Don passed away in 2015 at the age of 96.

Bonus Question Answer – The William V. Singletary Trophy was established in 1988 by Fleet #83 – Carlyle Sailing Association at that year's NAC, which was held at Lake Norman Yacht Club. It is awarded to the winner of the qualifying. The first winners were Larry Taggart and Debbie Peterson. This Trophy has been missing for a long while and if anyone knows the whereabouts of it please contact Courtney at FSSA.

STARTING LINE Calendar Of Monthly Events (FROM JANUARY 2018 TO OCTOBER 2018)

Regatta: DIYC - FL Circuit Regatta #4, Tampa FL
District: Florida • **State:** Florida

Date: 01/20/18 - 01/21/18

Contact: aslinton@aol.com

Regatta: George Washington's Birthday
Regatta, FL Circuit #5 - Lake Eustis, FL
District: Florida • **State:** Florida

Date: 02/17/18 - 02/18/18

Contact: raylaguna5@gmail.com

Regatta: 2018 Midwinter Championship at
Sarasota Sailing Squadron, FL
Date: 03/24/18 - 03/29/18

Contact: dave812@gmail.com

Regatta: LMSA Ladies on the Lake Regatta, FL Circuit #7, Sanford FL
District: Florida • **State:** Florida

Date: 04/27/18 - 04/29/18

Contact: peppermintpate777@yahoo.com

Regatta: Florida Keys Finale, FL Circuit #8 - Key Largo FL
District: Florida • **State:** Florida

Date: 05/18/18 - 05/20/18

Contact: chersignor@gmail.com

Regatta: 2018 NAC at Rush Creek Yacht Club, Heath, TX
Date: 06/10/18 - 06/14/18

Contact: 5658cummings@gmail.com

Regatta: Greater New York Districts
District: Greater New York

Date: 06/23/18 - 06/24/18

Contact: fs5516@yahoo.com

Regatta: Indy Regatta
District: Midwest • **State:** Indiana

Date: 06/30/18 - 07/01/18

Contact: glendris@gmail.com

Regatta: New York Lakes District and Scots Adirondack Open
District: New York Lakes • **State:** New York

Date: 07/27/18 - 07/29/18

Contact: johnjeffery124@gmail.com

Regatta: 2018 Sandy Douglass Memorial Regatta
District: Capital • **State:** Maryland

Date: 07/28/18 - 07/29/18

Contact: fs3668@yahoo.com

Regatta: 2018 113th Annual Ephraim Regatta and Midwest Districts
District: Midwest • **State:** Wisconsin

Date: 08/04/18 - 08/05/18

Contact: jiked@eyc.org

Regatta: 2018 Flying Scot Atlantic Coast Championship
District: Carolinas

State: 09/22/18 - 09/23/18

Contact: c.buckner3@gmail.com

Regatta: Glow II Regatta at Clinton Lake
District: Midwest • **State:** Illinois

Date: 09/29/18 - 09/30/18

Contact: eric@ericbussell.com

Regatta: 2018 Seventh Annual Roger Punzi Memorial Invitational
District: Greater New York

Date: 10/06/18 - 10/07/18

Contact: fs5516@yahoo.com

Regatta: 2018 Wife Husband Championship at Jackson Yacht Club, Ridgeland, MS
Date: 10/26/18 - 10/29/18

Contact: jim.leggette@gmail.com

FSSA

NEW MEMBERS

Capital District
Boat # 3035 / Fleet # 42

 Alejandro Diaz
Silver Spring MD

Boat # 6115

 Scot M. Rogerson
Edward T. Keable
Washington DC

Boat # 6136

 Willam Redding
Chester MD

Boat # C6115

 Scot Rogerson
Washington DC

Boat # 6053

 James Stratton
Altoona PA

Carolinas District

 Boat # 6114
David Byron
Charlotte NC

Boat # 6139

 Kevin Stansberry
 Mooresville NC

Dixie Lakes District
Boat # 4564 / Fleet # 13

John Rathjen Hixson TN

Boat # 4666 / Fleet # 111

 James Waggoner
Newnan GA

Greater NY District
Boat # 5032 / Fleet # 175

 Steven Keller
Huntington NY

Boat # 819

 Corey Loke
Brookfield CT

Boat # 5671 / Fleet # 184

 Todd Murphy
Annadale NJ

Boat # 4352 / Fleet # 202

 Gordon Thomas
Cinnaminson NJ

Boat # 5562 / Fleet # 157

 Andrew Zangle
Marlboro NJ

Michigan-Ontario District
Boat # A558

 Tom Cavers
Collingwood, Ontario

Boat # 6113

 Christian Salbaing
Outremont, Quebec CN

Midwest District
Boat # A729 / Fleet # 135

 Paul Bliss
Bloomington IL

Boat # 6118

 Charles & Anna Hermann
Twin Lakes WI

Boat # A0042

 Richard O'Connor
Sugar Grove IL

Boat # A551

 Lars Osell
Green Bay WI

Boat # A557 / Fleet # 135

 Alan Shaklee
Savoy IL

New England District
Boat # 2602

 Glenn McKibben
Litchfield NH

New York Lakes District
Boat # 3162

 Bruce Cumming
Bainbridge NY

Boat # 4016 / Fleet # 109

 Jim Dulak
Mohawk NY

Boat # 5418 / Fleet # 43

 Bob Hamlin
Preble NY

Ohio District
Boat # 2543 / Fleet # 1

 Dan Adams
Loveland OH

Boat # A332

 Ryan Squires
Worthington OH

Southwest District
Boat # 5330 / Fleet # 23

 Graham Bryant
Dallas TX

Boat # A1114

 Kimberly Buttram -Schloemer
Heath TX

Boat # 4996 / Fleet # 23

 Audrey Duffell
Dallas TX

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15 – Douglass; 1958; **\$7,777.77**; John Izmirlian; Bradenton, FL; fishermensheadquarters@yahoo.com

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

812 – Douglass; 195; **\$3,900.00**; Larry; Sarasota, FL; 305-298-1355; larry@ameshomesolutions.com

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

2535 – Custom Flex; 1974; **\$3,500.00**; Elk Rapids, MI; puffzilla@earthlink.net

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

3162 – Custom Flex; 1972; **\$2,500.00**; Scott Ulrich; York, PA; 717-575-6598; jscottulrich@gmail.com

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

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

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

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

4086 – Douglass; 1984; **\$5,500.00**; Phil Scheetz; Coopersburg, PA; 484-280-3293; Pscheetz@ptd.net

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

4228 – Douglass; 1986; **\$10,900.00**; Doug Schollenberger; Baltimore, MD; fds1612@yahoo.com

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

4561 – Flying Scot, Inc.; 1989; Call; Frank; Washington, NC; 252-717-0552; franklgay@gmail.com

4575 – Flying Scot, Inc.; 1989; **\$8,000.00**; B. Kelly; North East, MD; 443-553-2850; Bkelly46@gmail.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

5155 – Flying Scot, Inc.; 1997; **\$8,500.00**; Pete Scott; Island Heights; 732-762-5737; wascotty1@yahoo.com

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

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

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Josh Goldman; Westport, CT; 917-859-7764; joshua.goldman@lushwike.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

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

5919 – Flying Scot, Inc.; 2012; **\$12,500.00**; Phil Scheetz; Allentown, PA; 484-280-3293; Pscheetz@ptd.net

5928 – Flying Scot, Inc.; 2010; **\$8,650.00**; Rick Lyons; Pinckney, MI; rl@chartermi.net

6004 – Flying Scot, Inc.; 2012; **\$18,200.00**; Dave Safhay; 570-390-4401; dsafhay@gmail.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

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RECONDITIONED – FIVE YEAR NEW BOAT WARRANTY

FS 5897 – Built in 2009. White deck and hull with gelcoat centerboard, radical racing rigging and a rudder lift kit. Always stored indoors and sailed only in regattas. Complete with two full suits of Mad sails – A good suit and a practice suit. Accessories include North trailer/mooring cover, North bottom trailering cover, tent cover for quick boom up storing and a tapered spinnaker pole.

Price complete with Load Rite trailer and new boat warranty – \$18,000

BROKERAGE BOAT – AS IS, NO WARRANTIES

FS 5514 - Built in 2003. Light gray deck and white hull with dark blue waterline and trim stripes and mahogany centerboard cap. Red bottom paint but needs repainted. Rigged as basic race package. Includes original Schurr main, jib (daysailing cloth), and radial head Schurr spinnaker in fair condition. Accessories include blue tent style cockpit cover, outboard motor bracket, electric outboard with car battery & solar charge system, swim ladder & grab rail, anchor & line, paddle, mainsail flotation, and all spinnaker equipment including the pole.

Price complete – no trailer – \$8,000

FS 4524 – Built in 1989. White deck and hull with red waterline stripe, red and turquoise trim stripes, and turquoise bottom paint. Rigged for daysailing. Includes Schurr main and jib in very good condition. Small cosmetic nick in rudder. Accessories include new tiller and extension and green tent cover in good condition.

Price complete with Long trailer – \$9,900

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"Funny Photo" Contest Winner



Photo taken after the 2016 Grits n' Haggis regatta at Lake Keowee. The skipper's boat capsized and, once righted, he decided to sail it back to shore "low rider style." Photo submitted by Bob Graves.



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