

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 62 | NUMBER 4 | 2018



**SUMMER
REGATTA
REPORTS:**

**DEEP CREEK
SARATOGA
EPHRAIM**

**NACs: A CREW'S
PERSPECTIVE**

**THE HARTMANS:
FOCUS ON FUN!**



END OF SEASON SAVINGS

ORDER THE SAILS THAT DOMINATED IN 2018

1ST 2ND* 3RD 4TH 5TH

North Americans

Congratulations Zeke Horowitz

1ST 2ND* 3RD

Midwinters

Congratulations Zeke Horowitz

1ST 2ND 3RD

Sandy Douglas Regatta

Congratulations Charlie & Cindy Clifton

1ST

North Americans - Challengers Div

Congratulations Randy Pawlowski

1ST

NE Districts

Congratulations John Eckart

1ST

GNV Districts

Congratulations Dan Voughtn

CONTACT YOUR REP FOR DETAILS

Zeke Horowitz

941-232-3984 zeke.horowitz@northsails.com

Brian Hayes

203-783-4238 brian.hayes@northsails.com

**partial North Sails inventory*

Photo: Diane Kampf

northsails.com

NORTH SAILS

Flying Scot® Sailing Association

One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

PRESIDENT

Bill Vogler*
9535 US Highway 51 North
Cobden, IL 62920
618-977-5890 • wvogler@siu.edu

FIRST VICE-PRESIDENT

Bill Dunham*
700 Route 22 Trinity-Pawling
Pawling, NY 12564
845-855-0619 • bdunham@trinitypawling.org

SECOND VICE-PRESIDENT

Nancy L. Claypool*
712 Constantinople Street
New Orleans, LA 70115
504-899-0935
nclaypool@stonepigman.com

COMMODORE

John Domagala*
8711 Chelmsford Ln
Spring, TX 77379
941-896-2953 • limerun@gmail.com

SECRETARY/TREASURER

Henry Picco
1124 Duskview Drive
Merritt Island, FL 32952
321-432-8622 • Henry.picco@paccar.com

IMMEDIATE PAST COMMODORE

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-669-2484 • fgerry29@gmail.com

FSSA MEASURER

Roger Sharp
36 Stewart Street
Franklin MA 02038
203-856-6842 • rjsyachting@gmail.com

EDITOR, SCOTS n' WATER

Ned Johnston
66 Youngs Mountain Rd
Bar Harbor, ME 04609
207-460-0770 • editor@fssa.com

AMENDMENT COMMITTEE

Dan Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
412-831-1042 • samoyed4@verizon.net

WEBPAGE EDITOR

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-234-8047 • dianekampf@charter.net

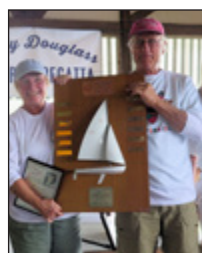
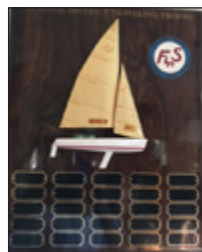
PARLIAMENTARIAN

Larry Taggart*
5809 Memphis Street
New Orleans, LA 70124
504-482-7358 • taggline@usa.net

DESIGNER (1904-1992)

Gordon K. Douglass

*Denotes Executive Committee Members



President's Message	4
From The Editor	5
A Brief History of the Flying Scot Foundation.....	6
A Crew's Perspective at the NACs.....	8
New Capital District Traveling Trophy.....	11
New Carolinas District Governor: Christopher Herman.....	11
Regatta at Deep Creek Lake	12
So Many Friends at Saratoga	14
113th Ephraim Regatta and Midwest District Championship.....	16
The Hartmans: Focus on Fun!	18
In Every Issue	
Starting Line	20
Caveat Emptor	21
New Members	23
District Governors	Back Cover

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

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

SCOTS n' WATER (ISSNS 0194-5637) – Registered Trademark. Published bi-monthly by FSSA at One Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume M, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

Article Submission Deadlines: Issue #1, **January 15**; Issue #2, **April 1**; Issue #3, **June 1**; Issue #4, **August 15**; Issue #5, **November 1**.

Publication Mail Dates: Issue #1, **February 15**; Issue #2, **May 1**; Issue #3, **July 1**; Issue #4, **September 15**; Issue #5, **December 1**,

Postmaster: Please send change of address to *Scots n' Water*, FSSA, One Windsor Cove, Suite 305, Columbia, South Carolina 29223.

STAFF EDITOR/PROOFREADER: Courtney LC Waldrup (800) 445-8629.

ADVERTISING: Christine Driessen (800) 445-8629.

Cover Photo: Sam and Mike Mandell lead the way at the Glenn Wesley Memorial Regatta. Credit: Diane Kampf

Find us on:
facebook.



FLYING SCOT
SINCE 1957



More Fun to Come!

Bill Vogler, FS#6140



As I write this (on 8/23/18), I'm reminded of the fact that for us northerners, the sailing season is about 2/3rds over. Looking at the FSSA sailing calendar, I see, however, that there are still 23 Scot regattas before the end of December. So much of the fun and excitement of Scot sailing is yet to come!

Particularly noted are upcoming FSSA nationally sanctioned events: the Women's North American Championship at Privateer Yacht Club in Chattanooga, TN scheduled for

9/15-9/16; the Atlantic Coast Championships at Blackbeard Sailing Club near New Bern, NC on 9/22-9/23; and the Wife-Husband Championship held at the Jackson Yacht Club in Ridgeland, MS. Early registration for the Women's NAC and Wife-Husband has netted 10 and 21 boats respectively.

The conduct of our sanctioned events appears to go well. For example, a follow up survey of NAC participants in Dallas, TX in June showed that 93% of respondents (n=28) "had a good experience at the regatta" with high approval for each of the categories of: marketing and promotion (93%), registration process (93%), check in and boat measurement (85%), enjoyment of venue and facilities (97%), racing site, management, and racing in general (93%), morning briefing sessions (100%), afternoon debriefing sessions (90%), business meeting and dinner (71%), awards ceremony (100%), and fees and costs (68%).

Non-sanctioned invitational and club racing continues to be a big draw for Scot enthusiasts as well. I've just returned from the Ephraim YC annual

regatta where 37 Scots enjoyed two days of eventful racing under the guidance of Scot sailor and now active PRO, Dan Goldberg. The annual Fall Glow in the Dark regatta at Clinton Lake, IL (9/29-9/30) is an example of Scot sailing class vibrancy and Fall sailing at its best as the event typically draws 25-30 boats. Please check the FSSA Upcoming Events calendar for a race near you at www.fssa.com.

Scot sailors are wondering what FSSA leadership is engaged in at the moment. Well, as it turns out, nothing overly "sexy"! The FSSA Executive Committee (EC) is diligently at work, however, at multiple levels.

First VP Bill Dunham continues to solicit bids for upcoming nationally sanctioned events. 2019 is squared away with the Midwinter Championships at Sarasota (FL) Sailing Squadron 3/24-3/28, the North American Championship in Pensacola, FL 7/13-7/18, the Women's NACs in Sharon, MA (TBD for late Summer or early Fall), the ACCs (TBD), and the Wife-Husband in Dallas, TX (9/14-9/15).

Most noted is the work of Publicity Chair Eric Bussell, who has created a Flying Scot YouTube channel and produced several videos on racing, trailering, and safety. There are drone-footage videos and some new videos being developed with the help of class rock stars, Jeff & Amy Linton and Zeke Horowitz, so stay tuned.

Our website editor, Diane Kampf, is in the process of upgrading our website to a newer version of what is called "Drupal" software, as the older version will become obsolete within a year. Please get in touch with Diane (see "contact" at www.fssa.com) if you have some expertise in com-

puter management systems software and can help her in the conversion process.

Diane has also been busy chairing an ad hoc committee to review the way we conduct nationally sanctioned events to make regatta going a more efficient and "friendly" process for both regatta goers and event planners. Former and current regatta chairs on the committee include: Carol Claypool, Nina Cummings, John Domagala, Bill Dunham, Bruce Kitchen, Marty Sweterlitsch, and Larry Taggart. If you have any helpful ideas, please get in touch with any one from this group.

Our new *Scots n'Water* editor, Ned Johnston, is working diligently on upcoming issues and would like to remind Scot sailors that you can directly submit articles to Ned at editor@fssa.com.

A very busy EC member is National Championship Committee Chair, Carol Claypool, who with her committee (Harry Carpenter, Bill and Melanie Dunham, Harry Foote, Larry Taggart, & Dave Thinell) is carefully reviewing the notice of regatta (NOR) and sailing instructions (SI's) for our sanctioned, national events (Midwinters, NAC, Women's Championship, ACC, & Wife-Husband).

Other EC members: Henry Picco (treasurer), Larry Taggart (parliamentarian), Nancy Claypool (1st VP/membership), Dan Goldberg (amendments), Roger Sharp (measurer), Frank Gerry (past commodore), John Domagala (commodore), and Charles Buffington (foundation president) remain busy as well. FSSA Executive Secretary Courtney Waldrup is on call each day for questions, concerns and membership services. She can be contacted at www.fssa.com.

My final comment concerns regatta

Continued On Next Page



Just What the Heck is a Flying Scot?

Ned Johnston, FS#6088, *Scots n' Water* Editor

When I was a wee lad of eight or nine, my father plunked down \$300 for a slender wooden sailboat of a type known as an International 110. He spent the winter fixing and fiddling and launched her the next spring into our local boat basin - Wilmette Harbor just north of Chicago on Lake Michigan. There was a fleet of 110s and by June my dad and big brother were spending their weekends afloat. They shared tales of racing adventures at the dinner table. I could not have been less interested.

A year or two passed. My brother got his driver's license, discovered girls and suddenly he was not always available to crew on the 110. If my dad could find absolutely no one else, I was reluctantly pressed into duty. I hated it. But I did take note that there were a few other types of boats tacking up the course ahead of us, or waiting their turn while we jockeyed

for position at our start. I quickly matched names to the symbols on their sails: those low slung boats with the huge mainsails, they must be the Star Boats. The small wooden boats with the arrow on their sails, they're obviously the Arrow Class. But what about those other boats, the wide ones with the funny squiggle on the sail?

My dad told me they were called Flying Scots. "Flying Scot?" I asked. "What the heck is a flying scot?" He said he had no idea and would I please pull on the thing. Not THAT thing, the OTHER thing.

Eventually I read about Sandy Douglass and the Thistle and Highlander and stopped ruminating on the meaning of the class name. And many years later I realized that the Scot was exactly what I needed for my next boat and I bought one without even pausing to consider what is, or was, a flying scot.

We are blessed with a large number of folks in our class who are very talented in a wide variety of pursuits. To mention

just one, Cindy Clifton (who with husband Charlie makes up a formidable Scot racing team) is an extraordinary artist and graphic designer. Tasked with creating a Team Florida tee shirt, she asked herself the same question I had pondered fifty plus years ago – what is a flying scot, really?

Here is Cindy's brilliant answer:



If anyone would like to become an honorary member of "Team Florida" and get one of Cindy's shirts, send her an email, Cindy.swan@comcast.net. ▲

continued from page 9 **PRESIDENT'S MESSAGE**

participation by non FSSA members in non-sanctioned invitational Flying Scot events. This is a reminder of the expectation that one should be a member to participate in these events. See Article B-VII-Requirements Applying to All Events (p. 19), 2. Eligibility in the Class Rules (www.fssa.com).

While it is understandable that occasional exemptions to the class rule are made (e.g., recruiting opportunity of a non-member, etc.) long-time Scot sailors/boat owners who enjoy the ben-

efits of organized Scot sailing should be class members. It is the hard work and diligence of the organized "membership" of the FSSA that have kept the boat "one design" over all these long years, and which has made it such a fair and enjoyable boat to sail. It is the organized "membership" who have paid for promotion and reporting of these regattas, and for other services such as the advertisement of boats for sale on the class website and in the class *Scots n' Water* magazine. It is the membership

which provides FSSA Foundation funds to local clubs to develop learn-to-sail programs, to purchase sails and boats, and organize workshop speakers. It is a very small expectation, in return, that Scot sailors join the association to support the benefits they enjoy and sometimes take for granted. Please support Flying Scot sailing by encouraging those who participate in these events to join the FSSA! They can always join, or renew, at www.fssa.com.

Thanks and smooth sailing! ▲

A Brief History of the Flying Scot Foundation

Charles Buffington, FS#5947, FSSA Foundation President

In 2006 former FSSA President Glenn Shaffer, conceived the idea of an endowment for the FSSA after several conversations with Brian Hayes about a similar program in the Lightning class. Glenn thought that money in the endowment could support the class in a number of ways: educational seminars, trophy maintenance, major regatta expenses, website enhancements, and to increase membership. The endowment would also provide a reserve for the operating expenses of the class.

Because FSSA qualified under Section 501(c) (3) of the Internal Revenue Code, donations to the endowment would be tax-deductible.

Glenn's term as President ended in June 2007. However, incoming President Barbara Griffin asked him to head a committee to work out details for the endowment, and the Board of Governors approved his committee report in 2008. After this, responsibility for the project fell to me as first vice president with able help from Barbara.

Increasing FSSA membership is certainly desirable, so we thought about ways the endowment could help achieve this goal. Harry Carpenter says that people tend to buy the boat on which they learned to sail. Perhaps we could exploit this linkage to develop new Scot owners and FSSA members. We sent fleet captains a survey to see if their fleet was cozy with a local sailing school or community sailing program that used Flying Scot's to train adults. Thirty-three surveys were returned. Of these fleets, 5 had no sail training program nearby, 18 had one, and 10 fleets had two local sail training pro-



grams. Eighteen of the 38 programs used Flying Scot's to train adults, and 19 of 33 fleet captains reported that some-to-many of their members had come from the sail training programs. Because of these findings, Barbara and I decided to add a component to the endowment to support local sail training programs that use Scot's and are closely linked to the local Scot fleet.

We also added a speakers bureau to provide financial support for experts to attend Scot regattas.

We put together a charter for the project that was renamed the "Flying Scot Foundation" because of multiple component funds. The charter refined Glenn's original objectives into a general fund and added a fund for sailing education. The Board of Governors approved this charter in 2009. The charter established a new FSSA committee to administer the foundation, provided for a separate foundation bank account, established guidance for



investments, and included a mechanism for revising the charter. A subsequent revision required the foundation to reimburse FSSA for administrative expenses.

Barbara Griffin was the first chair of the foundation committee, serving 2009-11, then replaced by Charles Buffington. A fund-raising effort began with special status for 29 "charter donors" who gave \$1,000 or more to the foundation. These donors kick-started the project, but smaller donations,

Continued On Page 20

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

Skirted Mooring Cover above. We also make "Mooring" without skirt, Trailing-Mooring, Mast, T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

Comprehensive Website www.sailorstailor.com



The Sailors' Tailor, Inc.

Tel. 1-800-800-6050
 1480 W. Spring Valley-Paintersville Rd.
 Spring Valley, Ohio 45370

Don't get even. Get MAD.

Congrats, MAD Sailors

Bruce & Lynn Kitchen
 2016 Flying Scot
 Ohio District Champions

Lynn Bruss, Deb Aronson & Stacey Rieu
 2016 FS NAC
 Women's Div Champs

MADSAILS

MADE in USA

MAD SAILS • Verona, WI • MADSAILS.COM • Ryan@madsails.com • 608.225.4287

A Crew's Perspective at the NACs

Bill Bruss, FS#5152, Dixie Lakes District

Photo: Diane Kampf



Tyler drives, Bill keeps her flat.

Photo: Diane Kampf



Second place in the Championship Division, deserves a 'high five.'

My story begins last March with my daughter, Lauren, and I competing in the challenger division at the Midwinter Championships in Sarasota, Florida. It was the first time in a long, long, long time that I would be driving a boat in a regatta. It would also be the first time in a long, long time for my daughter to sail in a regatta. I say this only to offer a perspective as a crew and as it relates to what an accomplished driver might feel when racing. More on that later.

My wife, Lynn, knew she wasn't going to be able to compete in the upcoming NAC's. During the course of the Midwinters, Lynn and Tyler Andrews got to talking about the NAC's. We already knew Lynn wasn't going to be able to compete and Tyler and Carrie were expecting their second child toward the end of May so Carrie was out. Lynn asked Tyler if I might be able to crew for him. The idea was born.....so to speak.

Tyler and I chatted a few times during the week and by the end of the Midwinters we had decided to make a go of it and sail together in the NAC's. I offered up #5152 "Flying Circus" as the boat we would use, but Tyler was planning on delivering and racing a brand-new boat for the NAC's. We had a boat, Tyler needed crew and I needed a driver. BOOM - the plan was hatched. I was really looking forward to sailing on a new #6100 series boat just to see how a new boat felt. Plus, I love the smell of new fiberglass.

Tyler and I had never sailed together, let alone raced together, so we exchanged multiple texts and phone calls to share our thoughts on how we would approach the regatta. It quickly became apparent that we shared many of the same thoughts and philosophies on boat speed, boat handling, sail trim, tactics etc. That pretty much left us with getting our timing down once we got on the water. We were ready to go!

One week before the NAC's I got a text

from Tyler – "Hey buddy, can you please bring Flying Circus to the NAC's"? Panic set in. Is Flying Circus REALLY ready to go and compete at the NAC's? Well, I had a week to figure that out. Turns out Tyler needed to deliver a different boat to Rush Creek, one that would be unavailable for us to use. It's all about customer service and Tyler, Carrie and the rest of the Flying Scot team consistently deliver! So much for racing a brand-new boat and smelling new fiberglass. Execute plan B - I started going over everything on the boat to ensure we wouldn't have any mechanical issues to solve once we got to Texas. By the time I left Chattanooga, I felt comfortable and confident the boat was ready to go.

Both Tyler and I arrived at Rush Creek Friday just before noon. Robert Cummings was there immediately to greet us and assist in getting the boat uncovered, set up and measured. More sets of eyes on the boat revealed a few more things that needed to be updated and or changed out

before we began the regatta. We would take care of those items over the course of the next couple days. We were ready to sail.

Tyler and I decided to go for a practice sail Friday afternoon to work on timing and to see what the course would look like for the remainder of the week. Any concerns about differences in sailing philosophies quickly disappeared. We were on the same page and gelled very quickly. Timing was a little rough at first but we both settled into our respective routines pretty quickly. A little tweak here, a little tweak there and we were ready to race!

We didn't sail Saturday. Both of us felt comfortable enough with each other on the boat that we didn't feel compelled to sail seven days in a row. It was going to be windy and hot so we elected to save our energy. Instead, we tweaked a few of those items on the boat that needed attention so when Sunday rolled around we'd be done with boat maintenance. One of the upgrades was the installation of the

spinnaker halyard take-up reel that a lot of the boats now use. I loved it!

We sailed Sunday, did some speed testing with half a dozen boats and felt pretty good about where we were, so we kept it relatively short. On the way out to the course Tyler mentioned that he knew something really important hadn't been done and we needed to fix it, but he couldn't remember what it was. As we sailed around, Tyler repeatedly mentioned that he couldn't remember what it was that was troubling him. I didn't think much of it - couldn't be that bad or he would've remembered, right? We finished our upwind work and set the kite to do some jibes just to get our timing down. Then we went to take the kite down. Didn't happen, wasn't going to happen. I yanked multiple times on the halyard - no good. The knot was stuck in the sheave. Tyler watches me then yells out, "I remember what it was. When you install the new take up reel with the smaller diameter halyard,

you have to tie a bigger knot so it doesn't get stuck in the sheave!"

Would've been good to know that when I tied the knot.

It all worked out OK. I tugged even harder a few more times and it came down like it was supposed to. Lynn told that story to our daughter, Erin, who recently gave birth to our first grandchild. Erin started laughing out loud. "Tyler's got new baby fog!" Lack of sleep will do that to you.

Monday was the qualifier series and our goal was to continue to get our timing down and work on tactics and boat handling while qualifying for the championship division. By the end of the day, we had accomplished those goals.

Tuesday was relatively uneventful. We finished with a 3 and a 5. Pretty consistent. We felt pretty good about the day and came home tired and hungry. That evening Tyler and I didn't feel much like going out for dinner so we decided we would order Chinese and have it delivered. What a great



FLYING SCOT®

FREE Ways to Order...

Phone: 800-864-7208 • Fax: 888-442-4943 • E-mail: info@flyingscot.com

Online Store: www.flyingscot.com

Competitive Low Prices... on many items from Harken, Ronstan and others. Support your builder—order from the people who know your Scot best, and feel good about the price.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Scot for everyone—daysailer to national champ. Order a new Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment—trade it for a new one!

Flying Scot® Inc.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

Hours: Monday-Friday, 8am-4pm & Saturday (May-Sept.), 9am-11am
Visa, MasterCard or American Express accepted

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.

Visit our website for a complete parts list • www.flyingscot.com

Photo: Diane Kempf



Bill and Tyler getting used to "Flying Circus," and each other.



Tyler and Bill collect their trophies from FSSA President Bill Vogler

Photo: Diane Kempf

idea - food is prepared and it just shows up at your doorstep, hot and ready to eat! Of course, no take out Chinese meal would be complete without reading the fortune in the cookies as you eat them. We knew Wednesday was going to be a great day on the water. My fortune read "Tomorrow you cannot make a wrong decision". We got a first in the morning race. However, the fortune was apparently only good for one race as we couldn't duplicate that the rest of the week.

Over the course of the regatta, we sailed consistently. If you look at the results of the top boats, consistency was the key. There was no one team that scored a series of bullets, but each of the top boats scored in the top 10 every race. How do you do that? Here's where the crew's perspective comes in.

Confidence is key. I don't drive the boat much. I've never really had the desire to do so. I've always felt most comfortable trimming sails, feeding information to the driver and discussing tactics as the race unfolds. My most recent driving experience at the Midwinters reminded me of how important it is for the crew to understand how the boat feels from the driver's perspective. Feeling what a neutral helm actually feels like is totally different than having the driver say, "the helm feels good", or "I've got too much weather helm" or maybe just barking out orders without including the context for which the orders are barked (a little crew humor). Lynn and I have been sailing the Scot for 4 years now and we constantly

make adjustments depending on how the helm feels. It's important for the crew to understand what that means. If the helm isn't right, the boat isn't fast. If the boat isn't fast....well, you know. So how does the crew contribute to the feeling in the helm? Let me count the ways....

This will be different for every driver and crew combination, but this is how I approach a Flying Scot event.

Before you leave the dock make sure the boat is ready to go. I spent a few sentences in this article discussing little things that needed to be addressed before I felt the boat was really ready to go. Don't let an equipment issue take you out of the game. Jeff and Amy Linton are HUGE proponents of this. Every time these two walk by our boat, they find something I've overlooked. Oh good - more stuff to fix!

Have the sails and running rigging all ready to go well before you leave the dock. Double check to ensure that nothing has fouled. Bad stuff happens when things get fouled.

While sailing, most likely on the way out to the race course, set halyard tensions on both the main and jib. Follow the tuning guides and adjust as conditions dictate. Do the same with the outhaul and cunningham as necessary.

During the whole week of the NAC's, shifting gears was essential to maintaining boat speed as the breeze fluctuated in both velocity and direction. What does the crew do when these conditions exist? Keep all lines cleared and tidy, adjust sail controls as conditions change (i.e. halyard

tensions, outhaul and cunningham tensions) and also play the vang when necessary to keep the boat flat. These are all things we've heard before. The conditions at the NAC's were particularly challenging in this regard. We were hiking hard one second and both sitting low the next second. The quicker you were able to adapt and respond to the changing conditions, the more likely you were to maintain your boat speed throughout the range of conditions. We had to race the Scot like a sports car. It's critical to keep communications flowing between the driver and crew so as to be able to race the Scot effectively.

In terms of tactics, Lynn and I approach each race the same way. Tyler and I did the same thing. Go out and do your homework. Get your numbers on both tacks upwind. Multiple times. Do the same while sailing downwind. Keep track of what the wind is doing. Do frequent "wind shots" so you know whether it's shifting right or left. I have a grease pencil I use to write the numbers down on the coaming as we continue to figure out what the wind is doing. It's kind of like our "white board" for each individual race.

While sailing, call out lifts and knocks. "We're up 3" or "down 5, time to go". Call out puffs and count them down so the driver knows when to adjust the boat's direction and heel to transition into and out of the puff. Look for the next shift or wind line and communicate your thoughts to the driver. Adjust jib sheets ever so slightly to adapt to the velocity changes, but make

Continued On Page 13

New Capital District Traveling Trophy

Debbie Peterson Cycotte, FS#4603, Class Historian

I would like to recognize and praise the Flying Scot Foundation for their help to the Capital District in getting us our new perpetual traveling trophy. I'm not sure if many Scot owners know and support our wonderful foundation, or realize the benefits it affords our organization. To get things started, I asked each of our nine fleet captains to help by contributing \$20. Everyone agreed, with one fleet, #206 Rehoboth Bay, doubling the amount. I heard back from each fleet captain in less than a 24 hours which has to be a new district record! I also received a few unexpected donations from Greater Richmond Sailing Association fleet #155 and commodore of LOWSC, fleet #160, Gary Close, who bought a Scot last year. Many thanks to all for your kind support. We had over half of the money needed when I submitted the request to the FS Foundation which I'm sure helped us receive the grant money.

We are hoping this new traveling award will help strengthen and promote attendance in our fleet's invitational regattas. Support of each other's regattas had reached an all-time low in attendance. We have seven invitationals to count this season. Scoring for the traveling trophy will be done on a high point-scoring system that counts the number of boats you beat

in each race and accumulates that number throughout the series. At the end of the season, the boat with the most points will be awarded first place. We will have one throw-out regatta to allow the "almost-always faithful" to miss a regatta but still be in the running. You must be a current member of the FSSA to be eligible to compete and be a member of a fleet in the Capital District. The new perpetual trophy will be a half-hull model with sails of a Flying Scot with brass plates to record the winner each year and a "keeper" plaque with our class logo and description of the award.

2018 Flying Scot Capital District invitational regattas that count for the new trophy:

April 28 (Saturday) - Fleet #160 Lake of Wood Sailing Club Annual Invitational, VA

June 2 & 3 - Fleet #97 West River Sailing Club Annual Dave Irely Regatta, Galesville, MD

June 9 & 10 - Fleet #155 Greater Richmond Sailing Association Invitational, VA

June 23 & 24 - Fleet #42 Selby Bay Sailing Center Summer Solstice Regatta, MD

August 11 & 12 - Fleet #103 Fishing Bay Yacht Club 79th Annual One-Design Invitational, VA



August 18 & 19 - Fleet #206 Capital District Championship, Rehoboth Bay Sailing Association, DE

September 15 & 16 - Fleet #203 Sailing Club of Washington/Potomac River Sailing Association President's Cup Regatta, MD

Note: these regattas are open to ALL Flying Scot sailors who may wish to compete in them. Only boats in the Capital District will be scored for the new trophy. 🚩



A New District Governor!

In a unanimous vote, (well, there was only one nomination), the Carolinas District fleets have elected Christopher Herman of Lake Townsend Yacht Club to serve as District Governor! Chris lives in the Winston-Salem area of NC, and owns FS#4088 which is named *Sunesis*. He is an accomplished Scot racer, twice placing in the top 10 of the Challenger Division at NACs, and winning the Challenger Division at the 2014 ACCs.

Regatta at Deep Creek Lake

Tyler Andrews, FS#6130, Ohio District



Aside from making a few choices about the weather, which I will discuss below, volunteering to be PRO at this lake is easy because of the many other volunteers already in place. I had only to find volunteers for the mark and signal boat. It was a great team to work with. Regatta chairs Ray and Darlene Miller ran the show. They recruited Beth Halley to help with the Saturday night dinner and she found a few more hands to help clean up. They even provided us a protest committee chair person, ready to receive protests, although there were none.

Thanks go to the competitors and many volunteers who make this sport possible. Patrol boats were assigned and simply met us on the water, no questions asked. With everyone in place, I could relax. Long time sailors, Daryll and Kris

Van Hutten, approached me about volunteering for the mark boat and I asked my in-laws, Harry and Karen Carpenter, to help me on the signal boat. Harry is a past PRO for this regatta and said he was happy to help. He also advised that I read the US Sailing race management book, which I did and I found that having many people in charge is the best way to run a regatta. I also read that I better not abandon a race without a very good reason, and that general recalls are only for extreme cases as they're not fair to those who have a good start.

With this many experienced regatta management people in place, the only thing I brought to the table was my wind-reading experience. Just as I do before racing, I took a bunch of wind readings and averaged them. As race committee it's even easier because I didn't have to worry about numbers on each tack, only the average wind direction. We started taking

wind readings about an hour before the first race, and after 30 minutes of averaging numbers from both the windward and leeward side of the starting area, we set the course. The winds of Deep Creek lake behaved the best they could and oscillated to both sides of our windward mark, giving our competitors a fun and challenging series of 3 races on Saturday.

There was no racing on Sunday. It was a beautiful sunny day, but the cumulus clouds were overhead and the weather map showed us under a massive high pressure system. Typically when sailors wait on winds, we're waiting for the sun to heat the land and cause air to rise. Once this phenomenon, known as advection, occurs, cumulus clouds are likely to form. These puffy clouds are a sure sign that we have the lifting air we need to create wind. If there is no wind once the clouds form, then it's not coming until something changes in the atmosphere, or the lifting

air gets so high that it brings down a little bit of wind from the stratosphere. Long story short - sail for the big puffy clouds and have fun!

Our competitors were divided into 4 fleets: Champion-Gold (really good, experienced racers), Champion-Silver (experienced comers), Challenger (beginners), Masters (pretty good, very experienced but older sailors and crews).

The Masters sailors only sail one race a day so with no racing on Sunday, the Saturday race determined the regatta winner - Dan Muss. Its important to note that Dan is 90 years old and had undergone back surgery just 2 1/2 months before! Dan modestly said, "It was thanks to one lucky tack and my son Andrew, who is a fantastic crew!" However, I will point out that they won by a very large margin. 🚩

Sandy Douglass Regatta Results (skipper/crew):

Champion Gold: 1 Charlie/Cindy Clifton, 2 John/Lisa Meredith, 3 Katherine/Jessica Bennett, 4 Bruce/Lynn Kitchen, 5 Melanie/Bill Dunham, 6 Keith/Andrea Macmillan, 7 Mark Riefenhauser/Warren Schutt,

Champion Silver: 1 David/Shawana Frank, 2 Spencer Deakin/Randolph Bertin, 3 Matt Cohen/John Wheldon, 4 Robert Gerlach/Anthony Celo

Challenger: 1 Frank Walburg/Sarah Lynn/Ben Lee, 2 David/Lissa Klueter, 3 Jeff/Julie Haseler, 4 Josh Aichele/Kristina Lorton/Laura Macmillan

Master: 1 Dan/Andrew Muss, 2 Ed Peters/Jean Thagard, 3 Al/Marlene Riebel, 4 Frank Meehan/Conrad Lundeen



Cindy and Charlie Clifton hoist the Champion-Gold trophy.



Masters of the Masters - Dan and Andrew Muss.

continued from page 10 DIXIE LAKES DISTRICT

sure you tell the driver before adjusting so they can respond accordingly or give input. I was constantly tweaking the jib sheet tension during the week. Incremental 1/4" changes make all the difference in the world. This was done in conjunction with what Tyler was feeling on the helm.

In addition to crewing for Lynn, I've had the opportunity to crew for a couple of very accomplished drivers over the course of the last 4 months: Tom McNally at the Choo Choo regatta and Tyler at the NAC's. I was expecting to see large differences in how the three drivers approach things and equally large differences in how they drive the boat. I was very surprised to find the differences were not anywhere near as large as I had anticipated. Here's what I learned:

- Boat preparation is one of the key ingredients to success on the water
- Boat speed is still KING, but no king is complete without his QUEEN – tactics.

- Tactics are as big a deal as boat speed but without boat speed, you can't dig yourself out of bad positioning due to less than stellar tactics - We've all been there. Put yourself in the right place at the right time: much easier said than done!
- Do your homework with the compass before each race in terms of wind direction and port and starboard tack headings
- The changes and adjustments required to succeed at the NAC's were far more subtle and needed far more frequently than I ever imagined. This was essential in order to keep the boat speed up. Don't set it and forget it.
- Take the time to drive a boat every once in awhile so you know what the driver is feeling when are crew. It'll enhance the effectiveness and contributions of your crew work. Lauren drove back from the race course every day at the midwinters

and got a really good feel for what a balanced, neutral helm should feel like.

- Driver and crew timing is essential to maintaining boat speed. Whether you're tacking the jib, jibing the kite or simply moving your weight around to adjust heel, you both need to be in concert when executing even the simplest of moves. Keep the boat balanced. Keep the boat moving.
- Talk to the top drivers and crews. The Scot fleet folks are so willing to share what works. A lot of it might be repetitive, but there's usually a nugget or two that you haven't thought of or tried before. That's how we all get better! John Kriedler does it with margarita's, I prefer painkillers - whatever works! Share your information; it makes the class stronger.
- When all else fails, crew for the boat builder...they tend to be pretty good! 🚩

So Many Friends at Saratoga

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



Greg and I have been going to Saratoga since 1994, and in 1996 I started crewing with him. We have been to every Saratoga regatta since then except the year we had a family wedding. Why do we keep on going back? The club, the food, the racing, the hospitality? Yes, all of those, but we especially enjoy the people. We have so many life-long friends that we see every year and we would miss them terribly if we skipped this regatta. There are so many, but we have been friends with Peter and Ann K. Seidman since we ran into them (literally) during the 1996 NAC on Lake Ontario in Oswego, NY. They helped keep me from capsizing



NY Lakes District Governor Ann Seidman and Peter Seidman

when the collision caused Greg to fall out of the boat by calling out commands like “uncleat the main”. Being brand new to the sport of sailing, I did not know what the main was so I uncleated everything in sight and managed to keep the boat upright until the rescue boat towed me in. When I got back to the dock, there were the Seidmans just waiting on the dock to make sure I was okay. How do you forget friends like that? You simply don’t!

Massapoag Yacht Club has had many participants in this regatta over the years. At one time as many as 12 boats from our club were made the trip. At this point there are 3 couples, Roger (our chief measurer) and Kate Sharp, John and Connie

Eckart and Greg and I, who have been going regularly. Is it okay to mention that all of our names are on the perpetual trophy for winning the regatta over the last few years? And is it okay to say the MYC team have all won trophies each of those years? We are lake sailors, so we feel right at home on this lake!

This year's 32nd Annual Invitational Regatta was no exception. We traveled there in style in our new 2018 Roadtrek camper van, and gave lots of tours to folks who are thinking or getting a regatta-mobile. We were greeted by all our old friends and it was great to see our builder Tyler Andrews and his crew Melanie Dunham, and our friends from Nockamixon, Phil Sheetz and Rich Baucom. Regatta chairperson Mark Swanson and Fleet 161 Captain Paul Waterfield had everything under control and were running a green regatta – no paper, no bottled water, no red cups. Everyone was issued a Saratoga Lake Sailing Club water bottle and there was plenty of water in the coolers to keep them filled. The beer and wine were served in reusable cups. The NOR, SIs and results were available on Regatta Network and my phone was used to read the winners' names at the awards.

The Friday night welcome party included make your own meatball subs which everyone enjoyed. We also enjoyed the live entertainment by Mike Flanigan's son, Ian. On Saturday, the Shirley Waterfield pancakes were very popular, and after breakfast we made our famous "you make it, you bag it, your bring it" lunches and headed out, hoping to be on the water most of the day. There was wind in the morning and we hoped it would last. PRO Dave Hudson and crew were able to get in one race before the wind died and the rain came. The 14 Championship and 7 Challenger teams were happy to get on shore before the deluge. Before the wind died, I think it had shifted 4 or 5 times – at one point the Weather Channel reported that the wind was 0 MPH from the south and later it reported 0 MPH from the east, a 90-degree shift with no wind!

The rain kept on pouring, but that did not deter the great party, with Rob Hayes and his band, TC Hustle, playing under



The Massapoag Mob: Sharps, Kampfs and Eckarts.

the tent, and lots of great food and beverages. There was a Mexican feast with tacos, tortillas, beans and rice, and the famous fried ice cream for dessert. And the stories just kept on coming, with everyone sharing lots of regatta tales and sailing follies over the years.

On Sunday, Shirley and crew were there again, making french toast this time. Mother Nature was kinder and there was really nice wind for the day. The PRO for the day, Nelson Snowden, got in 3 great races - 4-leg windward-leeward for the Championship and 3-leg windward-leeward for the Challengers. The winds shifted a little but did not make the race committee work too hard resetting the marks. By 1PM, the racing was over and it was time to eat lunch, give out awards, and head back home.

From Massapoag Yacht Club, the Eckarts won the regatta, the Sharps were 3rd and the Kampfs were 5th, so we all went home with trophies. Tyler and Melanie from Deep Creek Yacht Racing Association were second and local skipper Bernie Zabek and his crew were 4th. In the Challenger Division, local sailors Timothy Hayes (Rob's son) and Luka Newton were 1st, Stephen Healey and TJ Fiala were 2nd, and Old Greenwich Yacht Club's Dave Osler with his son Steven and grandchildren David Justin and Isabelle were 3rd. Full results are on FSSA.COM. We expect to be making more memories at Saratoga again next year. How about you? ♣



Paul and Shirley Waterfield.



Challenger winners Timothy Hayes and Luka Newton with regatta chair Mark Swanson



Championship winners John and Connie Eckart

113th Ephraim Regatta and Midwest District Championship

Jennifer Ikeda, FS#6137, Midwest District

Visiting Ephraim Wisconsin is like a throw-back in time – from the old-fashioned ice cream shop to the absence of chain stores – it is an idyllic vacation destination with beautiful scenery and generally good sailing conditions. Of the 37 boats competing in the 113th Ephraim Regatta, more than half travelled over six hours to get to the Door Peninsula, which separates Green Bay from Lake Michigan. The prize for the longest distance trailered with a boat went to Nina and Robert Cummings of Corinthian Yacht Club, Texas, but we are so appreciative of all the boats from Ohio, Maryland, Pennsylvania and throughout the Midwest District, who made the trek. It was also a treat to have present and past Florida District Governors, Tom McNally and Mark Taylor, and his wife Michele, flying in to compete with us. There was strong representation from downstate Illinois; kudos to the combined the Clinton Lake and Carlyle Sailing Associations who comprised one third of the competitors.

One unique feature at the Ephraim

Yacht Club has been the participation of junior sailors in Flying Scots. We had three father/son teams, all with sons under the age of 15. There were five former instructors in the 20 – 30ish age range and five current instructors competing, either as skipper or crew. Winner of the Sturgis Trophy for the top skipper 18 and under was repeat winner, Derek Waleffe, with crew Margaret Gheorghita.

This year's Ephraim Regatta included the Midwest District Championships. The events started on Friday with three single-handed races. Bruce Kitchen of Cowan Lake Sailing Association won bragging rights, but the top Midwest District winner was Rick Wojnar of Clinton Lake Sailing Association. At the welcome party, hosted by long-time Flying Scot sailor Joani Lewis, everyone enjoyed appetizers supplied by the host fleet with wine and beer sponsored by Mad Sails. Visiting sailors, unaccustomed to evening temperatures in the 60s, pulled on their fleeces and jackets.

Saturday morning the winds were toward the higher end of Scot guidelines, but abated somewhat by race time to a

range of 12 - 18, and the race committee got off three solid races. Saturday evening competitors enjoyed unlimited bratwursts, corn on the cob, beer and plenty of aspirin. Sunday the winds were a bit more comfortable, and one race was completed before lightning and thunder approached and sailors headed into the dock.

Like any regatta, it would not have been possible without a committed group of volunteers under the leadership of Stacey Rieu. In alphabetical order they were: Matt Andersen, Topher Andersen, John Archibald, Bob Aring, Chris Bungener, Dave Chomeau, Carol Claypool, Nancy Claypool, Alison Claypool-Conrad, Joel Dykman, Darlene Faugust, Jim Faugust, Michael Faugust, Carol Fiedler, Marsella Fults, William Gheorghita, Griff Goetsch, Cain Goettelman, Dan Goldberg, Debby Heidler, Fred Horwitz, Jodi Hoyerman, Rick Hoyerman, Jennifer Ikeda, Fred Lewis, Joani Lewis, Ryan Malmgren, Mark Matson, Todd McBride, Henry Morof, TJ Murphy, Laura O'Rourke, Deanna Peterson, John Peterson, Kevin Raymond, Jack Rebhan, Jim Rowings, Gordon Rowley, Sly Salkowski, Charlie



Sauter, Steve Sauter, Wally Waleffe, Matt Winnacker, Barb Ziegler, Bob Ziegler, Agne Zukauskaitė.

Overall Ephraim Regatta winners were Mark and Michele Taylor from Tampa, Florida, who also won the Peder Knudsen award for top Husband/Wife team. Local sailors, Hugh Haggerty and Craig Rawlins, placed second overall and also won the

Midwest District Championship. Rounding out the top six were Michael and Jennifer Faugust, Eric Bussell and Chris Tesdal, Tom McNally and Liz Gheorghita, and Ryan Malmgren and Stacey Rieu. The Midwest team trophy, awarded to the club with the top three finishers, went to the Ephraim Yacht Club. The Whippersnapper award for the top finisher in the Midwest District

Championship under the age of 32 went to Woody Heidler, with his wife Emily, of EYC.

Make your plans to get out of the heat and enjoy our little slice of summer in Door County next summer. The 114th Ephraim Regatta is August 3 – 4, 2019. Questions - contact Stacey at ephraimregatta@eyc.org. 🚤

Photo: Marvyn Oakes

Those Ephraim Scot sailors keep getting younger every year!



Wisconsin hospitality, Have a Brat!



Overall winners Mark and Michelle Taylor, with regatta chairpersons, Jennifer Ikeda and Stacey Rieu

The Hartmans: Focus on Fun!

Deb Aronson, FS#6144, Midwest District

The triumvirate of G.W. (Gerry), Steve and Mike Hartman, at least among some Flying Scot sailors, is legendary. The Hartmans — G.W. is cousin to brothers Mike and the late Steve Hartman — began buying Flying Scots in 1973 six years before their home lake even existed. Clinton Lake was created in 1979 as the cooling pond for the Clinton nuclear power plant.

Prior to that, the Hartmans raced Banshees, a single-handed boat, at tiny Homer Lake near Urbana-Champaign. The lake was barely large enough for a start line. In anticipation of the building of Clinton Lake the Hartmans bought Flying Scots. They tried to sail them on Homer Lake for a while, but the sailors of the smaller boats suggested they go elsewhere.

With no lake, but a desire to sail, the three Hartmans began to travel. They often took trips to Carlyle Lake, Crab Orchard and Lake Michigan. Gerry first attended Midwinters in Panama City in 1978 or '79 and Mike and Steve joined him in 1980. That event became a fixture on the fleet calendar. Jerry would attend every year until the event moved away from Panama City. His motorhome, aka "the Hilton" became a fixture with its assigned parking spot and was the center of social gatherings for the duration. Their stories of Midwinters brought other fleet 135 members into the event.

Once Clinton Lake filled, the Hartmans were instrumental in building up the Clinton Lake Sailing Association facilities. Gerry and long-time crew Ken Johnson built the CLSA pavilion using



some "left over" materials from a recent construction project (with a much younger John Domagala sheeting the roof). Mike and fleet member Bob Clay built the grill that stands to this day.

The Hartmans got the idea for the annual Glow in the Dark regatta (which they held from 1985-1999), after they stepped up to host the 1984 Midwest Districts. That event was scheduled for Minnesota, but that venue fell through at the last minute. The Hartmans, never having hosted a regatta but having attended many, volunteered to host the event at Clinton Lake.

That first, successful event led the Hartmans to host the "Glow in the Dark Regatta" the following year. Having lost "buckets of money" and having to deal with the headache of bounced checks and bookkeeping at the District event, the



Hartmans determined that "the money was more trouble to keep track of than it was worth," according to Mike. Consequently, when they decided to host the Glow, it was completely free. "We figured people incurred the cost of traveling and gas and hotels sometimes, so we wanted to make the entry free," says Sunshine.

Steve, who died in 2011, was an ardent amateur chef. "Steve loved to cook for a lot of people in difficult circumstances,"

Mike said. In the CLSA archives is a list of foods Steve prepared for the event. They are mostly things you can freeze and then thaw slowly, since CLSA has no electricity or water. The list includes ribs, pork roast, gyros, rice salad, spaghetti marinara and spaghetti aoli-oglio, as well as “flambe du fruit.” All weekend a ten-foot-long dinghy was filled with ice to hold mixers for drinks and also orange juice and milk, etc for breakfasts. GW and Sunshine bought the trophies, Steve bought all the food and Mike bought all the drinks.

“We enjoyed so many regattas at other fleets’ lakes,” says Mike, “we felt we owed a lot of good times to the others.”

“The donations started when people asked “what do I owe?”” says John Domagala.

“The answer was, ‘if you feel compelled to help out, bring something from your area’. The Wisconsin folks led the regatta in brats, the Texas folks kept us in chili, Carlyle always fed us Sunday breakfast, and Cincinnati and others kept us in beers.”

Some high points include 1989, when Sunshine and GW got married the Friday before the Glow. Although they had a reception at their house, the wedding party and feast continued into the weekend at the lake. The Glow attracted about 40-45 boats on average, but that year 64 boats came. Sailors from Boston brought 200 Maine lobsters, and Doc Bellows and Jane Campion brought 100 pounds of shrimp from the Gulf. This was on top of the meals that Steve had planned to create.

In 1994, John and Susie Domagala had a pre-wedding bash at the Glow and many people dressed up for the Saturday party in wedding garb. That gave Sunshine the idea the following year to have a costume party. “People got so into it, I didn’t even recognize them,” she said. They had a few people serve as judges and they wore judge robes. Peg and John Woodward came dressed as Sunshine and GW, complete with custom-made masks. Sunshine was checking people in. “I looked up and there I was, it was crazy!” she said.

GW and Sunshine also were in charge of race committee. The goal, always, was to have fun, so they modified the typical regatta format. They wanted as many

people as possible to trophy. “For many of them it was the first trophy they’d ever won,” says Sunshine.

They created four divisions and racers competed in a round robin model. The top sailors — the professionals and those who typically trophied — no matter the division, were skimmed off into their own championship division for trophies and then the remaining sailors in each division also got trophies. So if you were in a division with Harry Carpenter and Greg Fisher, and you finished third, you would win your division because they would have been scored in the championship division.

The trophies, which Sunshine and GW were in charge of, were useful. “We didn’t want to give out ‘pickle dishes,’” says Sunshine. So all through the year they’d collect things: dartboards, magazine racks, napkin holders and they’d put a plate on them with the details of the event. People would use them in their daily lives and it would serve as a fun reminder. There were also a few perpetual trophies, like the toilet seat, which went to the person who “won the party,” the hammock which went to the winner of the white division, and the multi-colored sail made by Doc Bellows of Schurr Sails that the winner of the blue division had to use the following year.

Sailors were expected to settle disputes on the water. Protests were allowed in that you could protest someone on the water, but if you wanted to file a protest, GW decreed it would cost \$250 and the hearing would be held at 2 a.m. On the other hand, if someone was really causing trouble, either by fouling people on the water and not doing turns or complaining about the event and generally being unpleasant, they would not be invited back. Sunshine remembers one person who complained vociferously about the



John and Susie Domagala dressed for the occasion.



The man, the legend, Gerry Hartman.

race committee. The three Hartmans had a meeting, then walked over and told that sailor he was not invited back.

But that was, of course, the exception to the rule. Generally speaking, if you find yourself in a room of Flying Scot sailors of a certain age and you ask them about the Glow, they’ll share countless stories of the craziness and fun that ensued. ▲

particularly when repeated on a yearly basis when renewing FSSA membership, have been the life blood of the effort (URL for a list of donors: <http://www.fssa.com/content/flying-scot-foundation-donors>). The foundation remains grateful for contributions of any amount. As of August 2018, 275 FSSA members have given a total of \$88,003. Two (Dr. Al Rees and Charles and Sarah Buffington) have reached the “Sandy’s Bonnie Friends” level by donating at least \$10,000, and one (The Orr Family in memory of Jack Orr) has reached the “Commodore’s Circle” by donating at least \$5,000. The 2015 “Win a New Flying Scot Raffle” added \$6,500 to the coffers. (Many thanks, Diane Kampf and crew.)

Since inception, the foundation has received \$88,003 in donations and investment income. Administrative and publicity expenses, plus the cost of medals for the medal program, totals \$12,269. The cost of completed grants totals \$33,978 and the commitment for 2018 is \$10,379. The current reserve is \$31,377.

The first round of funding began in March 2011 and the foundation funded four projects that year. We provided sufficient funds to purchase half of a used Flying Scot to Massapoag YC (Sharon, MA) in a match arrangement that required the club to purchase the other half. Requiring matching funds from the applicant program has become the foundation’s standard approach for large-ticket items such as boats. Diane Kampf writes, “We are still using ‘Thanks FS Foundation’ in our Adult Sailing classes and our students like it better than the other class boats we use. We added a rudder lift

system this year and a refurbished centerboard after 8 years of use.”

The foundation has approved 33 out of 39 applications as of 2018. We fully funded some of the approved applications, but overall, awards have averaged 55% of requested dollars. Budgets far in excess of guidelines account for most of the difference. A well-thought-out proposal with a reasonable budget has a high chance of full funding.

The foundation supplies spiffy gold, silver and bronze medals to District Championships, Junior and Women’s Championships and other worthy but cash-strapped events. The foundation has provided a total of medals as of 2018.

The foundation started a sail donation program in 2012. The idea was to gather up “gently used” sails from donors (who received a tax letter), repair them if necessary (thank you, Ryan Malmgren) and give them to sail training programs. This turned out to be a good idea, but execution was difficult. The project currently asks sail donors to deliver the used sails directly to the program in need, paying for shipping if necessary. Despite the tax advantages of sail donation, the number of donors has dropped recently. We designed a patch for donated sails to advertise the Foundation’s role in providing sails. The patch is applied to the lower luff area of each sail, right where a student rigging the boat should notice it.

The foundation is especially happy to help small clubs such as the Otsego sailing club and school at Cooperstown, NY. George Weir, a true sparkplug, is both the commodore of the club and the lead

instructor in the sailing school. Working on a shoestring and using a Scot borrowed from club member Ron Streek, the school has given 50-60 lessons to about 15 students for each of the past 3 years. George reports that four students from their training program now own Flying Scots and another two are looking for used Scots to buy. A club member, who purchased a Scot after crewing for Ron during club racing, has joined them. As a result, Ron now has a critical mass from which he hopes to build and reactivate Fleet #109.

The application from Otsego asked for funds to rehabilitate a Scot hull (no mast, boom, rigging, rudder, tiller, etc.) that had spent at least a decade sitting uncovered in the open air of the snowy Adirondack mountains. Because of concerns about the integrity of the hull, committee member Bob Matson drove down from Buffalo, evaluated the hull, and reported that it was solid.

Bob donated a mast to the Otsego effort, and Mark Welcome, director of sailing school at nearby Sarasota Lake, brought them two mainsails, two jibs, a spinnaker, and a boom. The foundation committee voted to fund additional fittings and equipment to the tune of \$2500. Together, we can make it happen.

Many, many thanks to the FSSA members who have supported the foundation by their generous donations year-over-year. We believe it is money well spent in an effort to assure the future of Scot sailing.

PS: The Foundation’s deadline for applications is March 1 of each year. Application forms are available at FSSA.com under the “Foundation” tab. ▲

STARTING LINE Calendar Of Monthly Events (FROM OCTOBER 2018 TO AUGUST 2019)

Regatta: 2018 Great Scot Regatta, Birmingham
Sailing Club, Vincent, AL
District: Dixie Lakes
State: Alabama
Date: 10/05/18 - 10/07/18
Info: wadwsail@att.net

Regatta: 2018 Seventh Annual Roger Punzi
Memorial Invitational
District: Greater New York
Date: 10/06/18 - 10/07/18
Info: fs5516@yahoo.com

Regatta: 2018 44th Annual Boots & Boats Open
House Regatta at White Rock Lake, Dallas TX
District: Southwest
State: Texas
Date: 10/19/18 - 10/21/18
Info: 9abcummings@gmail.com

Regatta: 2018 Wife Husband Championship at
Jackson Yacht Club, Ridgeland, MS
Date: 10/26/18 - 10/29/18
Info: jim.leggette@gmail.com

Regatta: FL District #2 Sarasota Jeff Penfield
Memorial Regatta
District: Florida
Date: 11/10/18 - 11/11/18
Info: karen_jonesdba@hotmail.com

Regatta: FL District #3 Jacksonville Gator Bowl
Regatta
District: Florida
Date: 12/01/18 - 12/02/18
Info: jon.hamilton@cox.net

continued on back cover

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

Advertisements in the Caveat Emptor section of Scots n' Water and on the FSSA web page are \$50 for members per insertion, pre-paid and \$60 for non-members. Advertisements must be 50 words or fewer. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Please go to fssa.com for more details on each item. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

15 – Douglass; 1958; **\$2,500.00**; John Izmirlan; Bradenton, FL; fishermensheadquarters@yahoo.com

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

449 – Custom Flex; 1963; **\$4,000.00**; Jim Kauffman; Evanston, IL; 312-961-1162; jimkauffman@gmail.com

970 – Ranger; 1966; **\$650.00**; Mr. Hinds; Toledo, OH; nphinds@embarqmail.com

1790 – Douglass; **\$3,000.00**; Goreville, IL; bills33950@yahoo.com

2204 – ; 1972; **\$3,000.00**; Red Bank, NJ; anthony@bitsandatoms.net

2499 – Douglass; 1974; **\$3,975.00**; Fred Breekland; Ridgefield, CT; 203-438-3358; fbreekland@gmail.com

2535 – Custom Flex; 1974; **\$2,800.00**; Elk Rapids, MI; puffzilla@earthlink.net

3162 – Custom Flex; 1978; **\$2,500.00**; Scott Ulrich; York, PA; 717-575-6598; jscottulrich@gmail.com

4140 – Flying Scot, Inc.; 1985; **\$5,500.00**; Sarasota, FL; norris.elswick@gmail.com

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

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

5075 – Flying Scot, Inc.; 1996; **\$9,500.00**; Bill Robertson; Hixson, TN; brobertson@epbfi.com

5155 – Flying Scot, Inc.; 1997; **\$8,500.00**; Pete Scott; Island Heights; 732-762-5737; wascott1@yahoo.com

5239 – Flying Scot, Inc.; 1999; **\$7,900.00**; Jim Gordom; West Palm Beach, FL; 561-358-6885; jimgordon@aol.com

5339 – Flying Scot, Inc.; 2000; **\$7,500.00**; Beaufort, NC; downeastgator@gmail.com

5393 – Flying Scot, Inc.; 2001; **\$9,500.00**; Jim Sparkes; Syracuse, NY; 315-415-4791; jsparkes@sparkeslaw.com

5518 – Flying Scot, Inc.; 2003; **\$10,000.00**; Diane Parvin; Crossville, TN; 931-484-6818; tdparkin@frontiernet.net

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

5693 – Flying Scot, Inc.; 2006; **\$11,500.00**; Tallahassee, FL; russwalworth@gmail.com

5825 – Flying Scot, Inc.; 2007; **\$11,500.00**; Jefferson City, MO; jrcrab@embarqmail.com

5828 – Flying Scot, Inc.; 2007; **\$12,700.00**; Tampa, FL; dacrytj@gmail.com

5833 – Flying Scot, Inc.; 2007; **\$13,995.00**; Annapolis, MD; bencorson@aol.com

5842 – Flying Scot, Inc.; 2007; **\$16,000.00**; North Georgia; 770-519-2833; nphj@yahoo.com

5842 – Flying Scot, Inc.; 2007; **\$12,500.00**; Pittsburgh, PA; andreyko@comcast.net

5866 – Flying Scot, Inc.; 2007; **\$14,500.00**; Rick Jablin; Easton, MD; 410-820-4350; rickjablin@hotmail.com

5897 – Flying Scot, Inc.; 2007; **\$19,500.00**; Deb Aronson; Urbana, IL; debaronson@nasw.org

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

5954 – Flying Scot, Inc.; 2011; **\$12,000.00**; Indianapolis, IN; 317-985-3276; ording.andy@gmail.com

6038 – Flying Scot, Inc.; 2014; **\$16,500.00**; Bill Ross; Lake Norman, NC; 704-564-7418; wbross11@windstream.net

Compass & Mount – Flying Scot, Inc.; **\$170.00**; Mark Evans; 336-817-4891; mrevans@fcbinc.com

Sails – see website for details; **\$200.00-\$700.00**; Mark Wright; Ft Lauderdale, FL; 954-914-8182; wrightmarkw@outlook.com

Spinnakers & Parts – see website for details; **\$500.00**; Jim; Florida; 561-315-7617; jprmer244@bellsouth.net



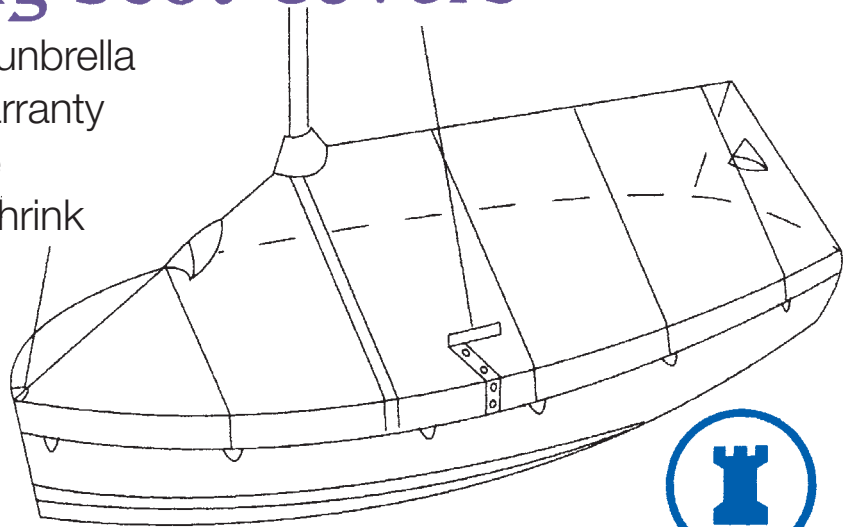
Wondering why skipper Dean Marlin is grinning? It's because he is sailing his brand new Flying Scot and having the time of his life with his crew, Susan Mucha and Chris Peters, at the Sarasota Midwinter Regatta. Interested in a brand-new Flying Scot? **Call the Flying Scot Factory (800-864-7208) and learn what they can do for you!**

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 10 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



ROOKE SAILS

1744 Prescott
 Memphis, TN 38111
 (901)744-8500
www.rookesails.com

Options

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

Prices

Cover white blue other

6" skirt \$540 \$550 \$577

Full-sided \$686 \$706 \$709

MAKING WAVES!



Photo Yvonne Pottharst



www.ullmansails.com

Dave Bolyard
 Ullman Sails Gulf Coast
gulfcoast@ullmansails.com
 (985) 626-5638

Jerry Latell
 Ullman Sails Virginia
jerry@ullmansails.com
 (804) 776-6151

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

NEW MEMBERS

Capital District

Boat # B443
Nabeel Alsalam
McLean VA

Boat # 930 / Fleet # 206
James Hertel
Delavan WI

Boat # 2079 / Fleet # 206
Andrew Collins
Lewes DE

Boat # 5866
Rick Jablin
Easton MD

Boat # 6169
Richard Feltman
Michele Torchia
Elkton MD

Boat # 1020
Thomas (Trey) Greer
Chapel Hill NC

Boat # A166 / Fleet # 27

Michael Sigmund
Chapel Hill NC

Florida District

Boat # 5364 / Fleet # 131
Larry Wagner
Jacksonville FL

Boat # 5627
Dale Arnold
Panama City FL

Boat # 6166
Herbert & Gail Steelman
St. Augustine FL

Greater NY District

Boat # 4901
Joseph Calvitti
Allentown NJ

Boat # 5032
Suzanne Hulme
Westhampton NY

Boat # 5112 / Fleet # 202

Natasha Mitchell
Philadelphia PA

Boat # 6180
Donald MacDonald
Sea Bright NJ

Boat # / Fleet # 188
Michael Lackland
Metuchen NJ

Gulf District

Boat # A618
Peyton Ankers
Chattanooga TN

Boat # 1652
Jeannie Wright
Marietta GA

Boat # 2891
Kent & Britta Kindervater
Chattanooga TN

Michigan - Ontario District

Boat # 6126
Stephen & Barbara Kramer
Fort Wayne IN

Midwestern District

Boat # 5373 / Fleet # 44
Hugh Haggerty
Sturgeon Bay WI

Boat # 6098
Arnold C. Samuels
Evanston IL

New England District

Boat # 0099
Mark Shriner
Gloucester MA

Boat # 1653
Michael Lieberman
Natick MA

Boat # 4699
James Hourdequin
Hanover NH

Ohio

Boat # 5954
Andy Ording
Indianapolis IN

Pacific

Boat # 3215
William Higgins
Port Townsend WA

Boat # 4825
David Kramer
North Logan UT

Boat # 6146
Steven Turk
Saint George UT

Prairie

Boat # 2188
Chaney Weldon
Springs MO

Boat # 5751
Steven Lee
Lawrence KS



EXCELLENCE IN DESIGN, FABRICATION & SERVICE!

Whether you are cruising a Flying Scot or racing around the buoys, Schurr Sails has the sails you need to get there fast.

Call Hunter Riddle at 850-438-9354
or go to the website at schurrsails.com

District Governors

CAPITAL DISTRICT

Debbie Cycotte
888 Scoggins Creek Trail
Hartfield, VA 23071
(804) 761-3048
dcycotte@yahoo.com

CAROLINAS DISTRICT

Christopher Herman
1896 Meadowbrook Dr.
Winston Salem, NC 27104
(336) 723-3722
windward2006@live.com

DIXIE LAKES DISTRICT

Andrew Fox
121 South View Drive
Huntsville, AL 35806
(860) 354-6161
starfox170@gmail.com

FLORIDA DISTRICT

Tom McNally
924 Oak Forest Drive
Winter Springs, FL 32708
407-620-2793
calmly@cfl.rr.com

GREATER NY DISTRICT

Mark Riefenhauser
72 Kettletown Woods Road
Southbury, CT 06488
fs5516@yahoo.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Steve Rajkovich
18 Alten Ave, NE
Grand Rapids, MI 49503
(616) 460-3662
steve.rajkovich@comcast.net

MIDWEST DISTRICT

Bronson Bowling
2512 Tamm Avenue
St. Louis MO 63139
(919) 349-6714
jaceboshwen@yahoo.com

NEW ENGLAND DISTRICT

Edward Jeffries
96 Southern Ave
Essex, MA 01929
(978) 263-1664
edward.jeffries@verizon.net

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT

Martha Sweterlitsch
118 N. Vine Street
Westerville, OH 43081
(614) 890-0072
msweterlitsch@beneschlaw.com

PACIFIC DISTRICT

W. Dale Dunning
4233 Happy Valley Road
Sequim, WA 98382
dale@daledunning.com

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
(913) 954-9580
pimm20@yahoo.com

SOUTHWEST DISTRICT

Robert Cummings
1239 River Craft Drive
Mesquite, TX 75181
(214) 341-1626
5658cummings@gmail.com

STARTING LINE *Continued From Page 20*

Regatta: FL District #4 Tampa Davis Island YC

District: Florida

Date: 01/19/19 - 01/20/19

Info: aslinton@aol.com

Regatta: FL District #5 Lake Eustis George Washington's Birthday Regatta

District: Florida

Date: 02/16/19 - 02/20/19

Info: raylaguna5@gmail.com

Regatta: 2019 Midwinter Championship at Sarasota Sailing Squadron, Sarasota, FL

Date: 03/24/19 - 03/28/19

Info: manager@sarasotasailingsquadron.org

Regatta: 2019 NAC at Pensacola Yacht Club, Pensacola, FL

Date: 07/13/19 - 07/18/19

Info: limerun@gmail.com

Regatta: 2019 114th Annual Ephraim Regatta

District: Midwest

State: Wisconsin

Date: 08/03/19 - 08/04/19

Info: ephraimregatta@eyc.org



Join Today!

Your Passport to Great Sailing...
An FSSA Membership

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com
Web: www.fssa.com • FSSA Headquarters:
One Windsor Cove, Suite 305 • Columbia, SC 29223