

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 63 | NUMBER 5 | 2019

WIFE-HUSBAND REGATTA

**SCOT-A-HOOCHIE
REPORT**

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THE DARK**

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

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

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Cover Photo: Stacey Rieu and Ryan Malmgren, in *Scotty McFly*, lead the pack at the 2019 Wife-Husband Championship. Photo by Steve Benenson.

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FLYING SCOT
SINCE 1957



Eligibility: Thoroughly Review our By-laws

Bill Dunham, FS#5601



Are we eligible? Can we do that to our boat? Why was that decision made? Who or what is the NCC? These are all questions I have heard over the years, particularly over the last six, as I have served in various capacities on the FSSA Executive Committee. While I understand the frustration experienced by sailors at times, today I want to offer a suggestion to the membership: reduce your frustration when you want to race, or work on your boat, by reading the relevant section(s) of our class rules, which include our Constitution, By-laws, Specifications, and Official Plan. If you would like to know your eligibility to participate in a particular event – sanctioned or not – I suggest that you thoroughly review our By-laws.

These documents, readily available on our recently redesigned website, are the result of the work of countless class members over the last 60+ years. The men and women who constructed these documents, like you, were or are members of FSSA. These individuals were/are committed to preserving and maintaining the integrity and value of our class and, perhaps more importantly, our boats.

If you examine our By-laws and Specifications (which include Chief

Measurer's Rulings) you will find the answers to many questions you may have regarding race eligibility, guidelines/timelines for submission of various requests, and what you can and cannot legally do to your Flying Scot. If you have questions, believe that there should be modifications made, or have an issue you believe is not covered, ask your Fleet Captain, your District Governor, or a member of the Executive Committee.

These officers are elected volunteers who serve the class in various capacities, all of which are critical to maintaining its strength. Importantly, they are all members of FSSA and are committed to you – the membership. Having had the privilege of working with these volunteers, I have seen their love of the boat, but more importantly their love of the community of Flying Scot sailors.

It is that sense of obligation to our membership that drives the decisions that are made and the occasional modifications to our class rules. We all want to protect our members, the value of our boats, and the integrity of our national events. The District Governors are charged with doing so on the district level, while the fleet captains ensure compliance on the local level. Working together, and adhering to the common message expressed in our

class rules, we can ensure that our class remains strong and that our boat's value is maintained.

The NCC, or National Championship Committee, is a group of members who oversee our national events: North American Championships; Woman's National Championship; Midwinters; Wife-Husband; and ACC. As a group they work to make sure that the class rules are followed and that our national events are conducted according to a high standard of rules and procedures. They use the By-laws to make sure that personal views are removed from their decisions.

If you or your fleet desire to have a By-law changed, you can propose the change as an action item. The Executive Committee and Board of Governors will review the action item and render a decision. While I will not say that all action Items will be approved, I can assure you that they all will be carefully examined and discussed.

I want everyone who is interested in competing in the events we sanction to be able to do so, but certain requirements must be met to protect our boat owners and the members of our class. If you identify potential hurdles early, the individuals I identified above can assist you in navigating your way over and through them.

Hope to see you on the water! 🚤



THE FSSA CLASS FLAG

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

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Longevity Of The Flying Scot

Debbie Peterson Cycotte, FS#4603, Class Historian

This is my own personal opinion of why the Flying Scot Class is still going strong today. Considering that approximately one-third of US boat builders have vanished since 2008, we are indeed very fortunate to have our principal boat builder still in business and building high quality Flying Scot sailboats, as they have for the last 62 years of continuous production. No wonder the Flying Scot is one of the leading one-design classes in the US. Gordon Douglass Boat Company (1957-1991), now called Flying Scot, Inc., has always been our primary builder, beginning in Mentor, Ohio and moving the following year to Oakland, Maryland, and in 1975 to their present location in Deer Park, Maryland. We have been blessed with dedicated and caring builders through a succession of owners, which has resulted in boat production without interruption.

Flying Scot designer, Sandy Douglass, started the Gordon Douglass Boat Company in 1957 and Eric Amman joined him in June of that year. Eric became Sandy's "invaluable assistant" and was with Sandy since hull #2! They moved from Mentor, Ohio to Oakland, Maryland with hull #36 in the mold. After Sandy retired in 1971,

Eric and his wife, Mary, bought the Gordon Douglass Boat Company. They started a mail order business to ship parts within 24 hours on an open account to any owner, a practice that is still going strong today. They also rented property on Deep Creek Lake for a sailing school and boat rental. Eric was awarded the Executive Secretary Cup in 1986 for doing so much to promote the Flying Scot. Not to know Eric is not to know the Flying Scot.

Harry Carpenter was an accounting student at Grove City College in Pennsylvania, who was hired to teach sailing during the summers. After graduating from college in 1978, Harry went to work full time at the boat company. Harry and his girlfriend, Karen, loved the Flying Scot so much they bought the company. Harry and Karen were married in 1981.

Sandy wanted the new owner to change the company name, so Karen and Harry selected Flying Scot, Inc. The name was new but the philosophy and operations continued the established tradition. In October of 1991 Karen found Dee Burns to take over as office manager. In 1995 Harry Carpenter received the US Sailing's National Sportsmanship Award. The Carpenters celebrated their 25th year of owning Flying Scot, Inc. on October

1st, 2016. In 2017 the Flying Scot Class celebrated its 60th Anniversary during the NACs at the Sandusky Yacht Club in Sandusky, Ohio.

The Carpenters have two grown children, Carrie and Jimmy. Carrie, and her husband, Tyler Andrews, are the next in line to run this great boat company. In "keeping it in the family" the Flying Scot has a bright future and potential to grow even more! Carrie and Tyler have two sons, William and Caleb. Will they someday continue on with this family tradition? Only time will tell on that one. 🚩

62 Years of Flying Scot Growth

FS 1.....	1957
FS 100.....	1959
FS 500.....	1963
FS1000....	1966
FS2000....	1971
FS3000....	1977
FS4000....	1984
FS4380....	1987
FS5225....	1997
FS5424....	2002
FS5713....	2006
FS5899....	2009
FS5999....	2011
FS6099....	2016
FS6199....	2019



From The Editor: Ned Johnston, FS#6088, Scots n' Water Editor

Class Historian, Debbie Cycotte's wonderful contribution to the last issue of *Scots n' Water* (63-4), told the story of a contest to design a class burgee, conducted in the pages of this magazine back in 1988 and '89. Included was an illustration of all 30 designs that were submitted. The final sentence of her article promised to reveal the winning design "on page 19". As many of you faithful S n' W readers discovered, there was no revelation on page 19, or any other page of that issue. In magazine publishing there is a technical term for this type of mistake – *the Editor goofed*. So in a lame attempt to cover up my boo-boo, you actually will find the winner of the great Flying Scot burgee contest on page 18. Of this issue. Really. 🚩

Wife-Husband at the Corinthian Sailing Club

By Deb Aronson, FS#6144, Midwest District

I'm assuming most readers know about the Wife-Husband Regatta, which was originated by Sandy Eustis at Cowan Lake for the 30th anniversary regatta (more than 30 years ago) as a way to boost attendance. He labeled it the "First Ever Husband-Wife National Championship." Please note, we now call it the Wife-Husband Championship. That's another story!

The event quickly morphed into one of only four (now five) nationally sanctioned events, together with the Mid-Winters, the North American Championships, the Atlantic Coast Championships, and (as of two years ago) the Women's North American Championships.

When my husband, Ben Williams, and I were considering buying a Flying Scot, the fact that they had a wife-husband event was a key selling point for me. Having been a rare wife in the other class of sailboat we belonged to (not naming names), I was intrigued and excited that a group of sailors would hold such an event.

I also thought we would be a shoe-in to excel in the event. After all, how many wife-husband teams can there be (cue laughter).

In fact, although the wife-husband started out as a way to encourage the non-sailing half of a married couple to join in the festivities for one weekend, over the years the event has become at least as competitive as any other national event.

I'm not sure what this says about the Flying Scot class, but I choose to believe it means that a lot of smart people have

figured out racing as a couple on a Flying Scot is "Capital-F, Fun!"

I think in all the years we've been FSSA members, we've only missed one wife-husband. And so this year, we packed our boat to drive to Dallas, home of the Corinthian Sailing Club (CSC). Corinthian is like no other club I've ever been to. First of all, the clubhouse is built on the water. The park which surrounds the lake does not allow buildings — or at least didn't — but the water authority was okay with it. So there are at least three piers that comprise CSC because every time they need to expand, they build another finger into the lake!

The second thing is that Corinthian is the mothership of Flying Scots. It clearly has a strong (80-year) history of being a one-design club. And when they go one-design, they go big. The club boasts 150-160 Flying Scots, and each of them is up on a davit. That means when you go through the gates of the club your eye feasts on Flying Scots. Every. Where.

Many of you reading this know what amazing hosts the Texas folks are. If you went to the NAC at the Rush Creek Sailing Club, also in Dallas, or if you've ever been to Corinthian's Open House regatta, you know Texans, and CSC'ers especially, roll out the red carpet. We were almost the only people who brought their own boat because there were so many outstanding boats available for chartering. Friends from St. Louis, Massachusetts and Florida all flew in and borrowed top-of-the-line racing boats. Not only that, they were picked up at the airport, housed with fellow Flying Scots sailors and even given their own, personalized davit!

With great accommodations, great hospitality, outstanding food and drink, the organizers took care of every element they could control. The wind, alas, did not cooperate at first. On the first scheduled race day, the race committee kept us on shore all morning and into the afternoon while they whistled for wind. The participants enjoyed camaraderie, a delicious lunch and more camaraderie while the committee boat went out wind hunting.

Finally, lo and behold, about 2 pm the wind began to whisper. Down came the AP flag, we all headed to our boats and sailed to the course (the lake is not large and it only took 10 minutes or so to get there). The wind came and went, but it was mostly there. Sometimes the velocity changes were such that you went from bobbing, to hiking, pulling on the vang and dumping the main in a blink. And the wind direction shifted sometimes as much as 50 degrees in a moment, but it was wind!

I know that those sailors used to nice steady sea breezes, especially those who were at the event, are groaning right now remembering the shifts and the holes, but as I have heard Harry Carpenter say many times, "That's Sailing!"

The first start resulted in a general recall but after that, with some line adjustments, the 20 or so championship fleet boats got off without a hitch. The race committee did a masterful job all around.

Ryan Malmgren and Stacey Rieu won the first race. Woot Woot!! Go Midwest District! But Kelly and Heidi Gough dominated the day with a 2, 1, 2. Congratulations to that dynamo of a

team! Bill and Jennifer Draheim tried to keep up, and then came the rest of us.

Everyone except the top two boats had at least one double-digit finish, which tells you how tough both the fleet and the conditions were. Also, only 18 points separated the 2nd place from the 11th place finishers. That is close racing!

There also was a 10-boat, no spinnaker division and a five-boat, challenger fleet that competed. I was very pleased to see the non-spinnaker division and its popularity. I can't remember how often that is offered, but I think it gets back to the original intent of the event and I applaud it and hope it continues.

We sailed well into the traditional dinner hour and I really appreciated that the club was willing to be flexible for the sake of the racing. Another benefit: the temperatures moderated — a bit — the later in the day we sailed.

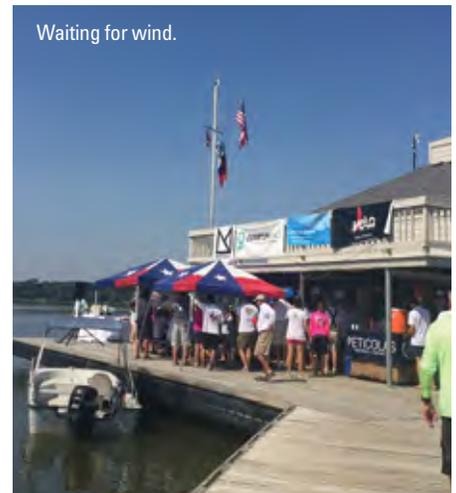
Saturday's dinner, like the food all weekend, was prepared by CSC member, Audrey Duffell, a professional chef, who made even sandwiches a work of art and deliciousness. But lest you get the wrong idea, Saturday dinner was shrimp AND steak and too many amazing side dishes to list. The weather had cooled enough that, with the help of some enormous fans to move the air, sitting outside was lovely. There also was music and a silent auction courtesy of Sea Bags; Nina Cummings had sent them 100 used sails (count 'em 100!) and in exchange the club received countless bags made of used sails in a myriad of styles. Proceeds benefitted CSC's junior program, so of course the bidding was hot and heavy!

Sadly, Sunday the lake was like glass. We ate a hot breakfast, drank vats of coffee, and chatted (gossiped). We knew things were grim when one of the race officers reported swarms of dragonflies on the roof. That's when you know there is no wind. After waiting patiently for several hours, the race committee put an end to it and we packed our boats. The trophies were awarded, boats were packed up, there were hugs all around. Lots of hugs.

Next year the Wife-Husband is at Carlyle Lake in southern Illinois, so save up some hugs for that event! 🍷



The author and her husband/skipper.



Waiting for wind.



Ryan Malmgren and Stacey Rieu collect the 3rd place trophy.



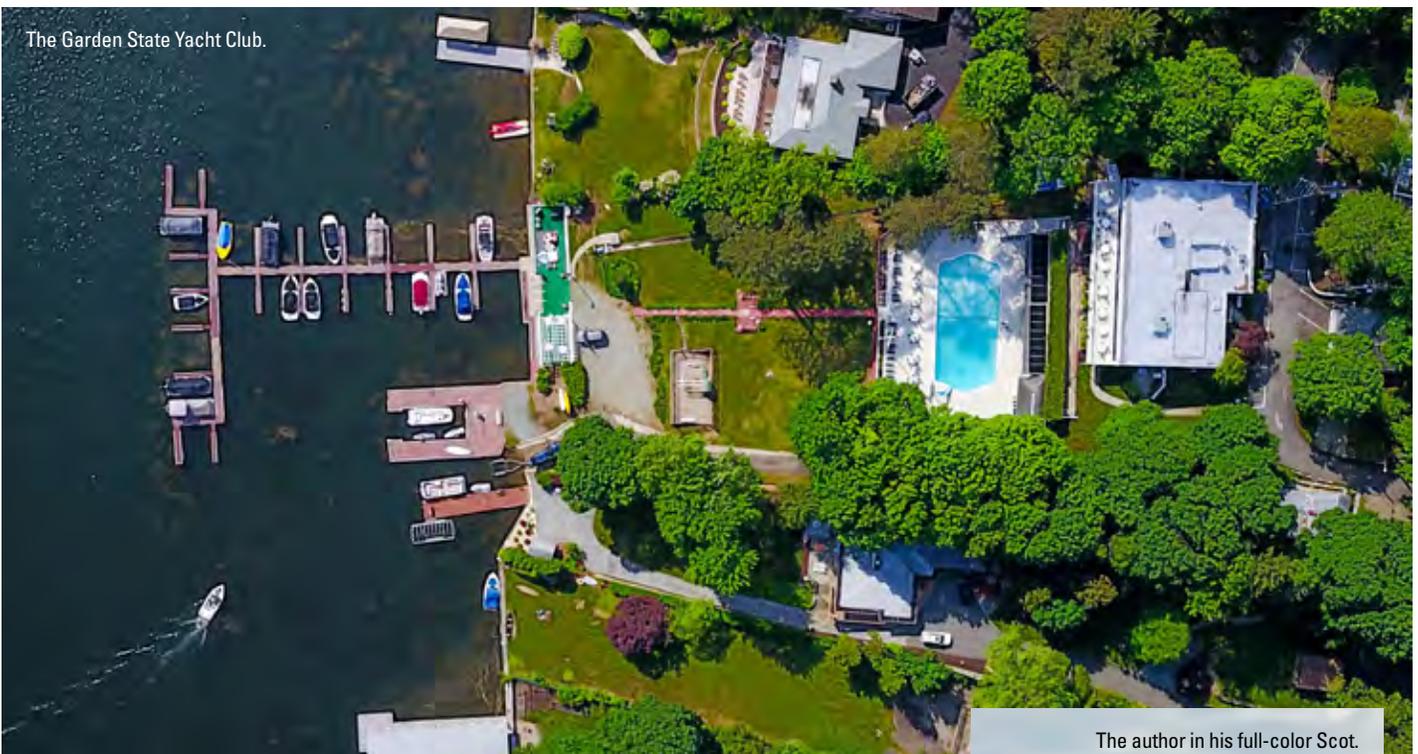
Every visiting team was assigned a personalized davit.



Every Scot has its own davit.

Stress Free Racing - How to Revive a Sailing Fleet

By Mark Gruber, FS#6153, Garden State YC Flying Scot Fleet Captain



The Garden State Yacht Club.



The author in his full-color Scot.

This year marked the first sailboat racing at the Garden State Yacht Club in 20 years. The yacht club is on Lake Hopatcong, the largest lake in New Jersey.

In the 70s we had a registered Flying Scot fleet and were quite active. But the fleet aged out, and the yacht club became more of a powerboat fleet.

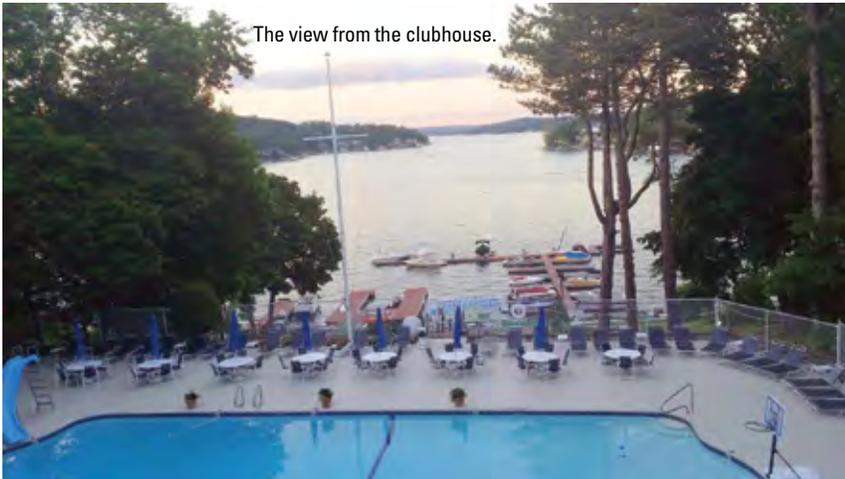
From my days as a junior sailor, I remembered the thrill and intensity of competitive sailing. And I also remembered the stress and thrill or disappointment depending upon each race's result. I never again wanted to be a skipper

embroiled in protest hearings, so I have been a "gentleman sailor" for the past 20 years. All of us sailors, competitive racers and day sailors alike, enjoy filling our sails with wind and pursuing our passion for sailing - going with the breeze, as we say. No worries, no stress.

I volunteered and was appointed Sailing Fleet Captain by our Commodore. My mission was to revive our long-gone fleet. It became apparent that all of our membership wanted to bring back the fun and beauty of sailing... power boaters, sailors, and non-boaters alike.

Here's how it happened:

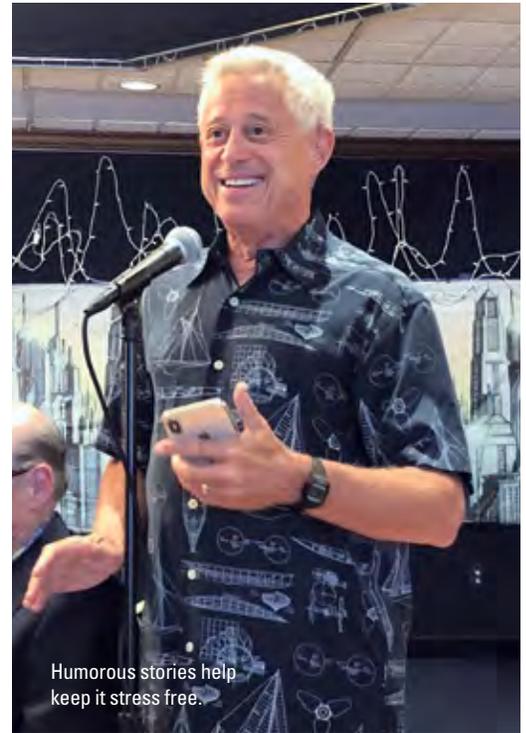
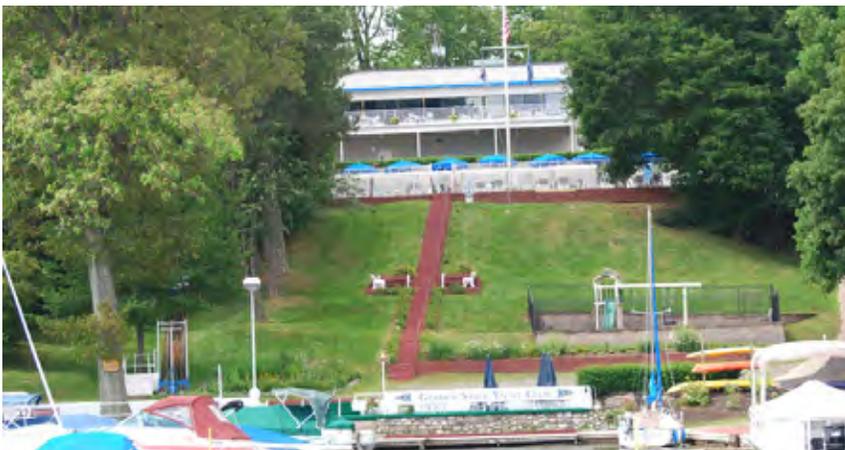
We emailed all our general membership



The view from the clubhouse.



Lake Hopatcong – largest in New Jersey.



Humorous stories help keep it stress free.



the following message:

GSYC SAILING FLEET

Sailing is back! We have 6 members with sailboats and a new crop of swabees who completed the sailing seminar. And I've

been approached by more members who have an interest in sailing. We have an official fleet. We are planning the following: Stress Free Sailboat races.

All class boats are welcome and will be handicapped. We will place a 3 buoy

triangular course in front of our club and have a few races this first season. We have beautiful trophies that will be awarded. Check them out in the display cabinet at the club entrance. Skippers looking for

Continued Next Page

crew will be matched with those having an interest in the event. Contact me if you want to participate.

Fleet Captain Mark

We conducted a two day sailing clinic for non-sailors. The first day was theory, and the second a hands-on-the-tiller experience at which members who had sailboats volunteered to teach. As soon as the notice of our first Stress Free Invitational Regatta was posted, we received an overwhelming interest in participation from all reaches of our membership. It was like *Field of Dreams* – build a stadium and the players will come. Members who had sailed as young children, parents and grandparents wanting their young ones to experience sailing, members who may have once steered a Sunfish or Hobie Cat at a resort, spectators who wanted to watch from their powerboats or from the decks of our club, all wanted to be a part of a new fleet, either sailing, crewing or spectating. It turned out there was more interest in sailing than we could have imagined. After all, there's something beautiful, soothing and peaceful about watching sailboats heeling and tacking with the forces of the wind.

We set up the triangular 3 buoy course in the cove directly in front of the Yacht Club and docks so spectators could watch the action. Adding spice to the stress-free race, we placed a powerboat filled with club members at the starting buoy so everyone could cheer and take photos. Everyone in the club was enjoying sailing without stress. Members were calling skippers asking to be included as crew. When does that ever happen? Success!

How does the stress-free race work? We have no race committee and starting line, and all class boats are included. Three buoys are set in a triangular course. The race is scheduled to start within 5 minutes of a set time so all boats have similar wind conditions. A boat starts within the window of time by tapping or nearing within five feet the start buoy. Each boat crew times themselves from their start, as they navigate around the triangle, until they tap or pass close by the finish buoy - all on the stress free honor system.

Scoring is similar to a golf handicap system. A boat's past performance

determines its handicap in subsequent races and is applicable across the board to all classes of boats. In theory, a boat with the fastest time in race one will lose standing in race two if a slower class boat improves its relative time in the second race. Skippers and crew are not racing against other's boats; they're competing against their own past performance. Hence, no stress! Everyone seems happy to be out there sailing without regard to

beating the boat in the lead. Everyone has a good day sailing. If you've ever attempted to use the Portsmouth system, you should appreciate this handicap system.

So who won the Season's Trophy? At the club's end-of-season general membership meeting, the trophy was awarded, not to any one sailor, but to the 2019 Renaissance Fleet - all those who revived sailing at the Garden State Yacht Club .

Who would have thought? 🏆



Commodore
Bonnie Margolis
awarding the
Season's Trophy



Fleet Captain,
Mark Gruber,
hoists the trophy.

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"Our aim, as always, is to build the best."

-Gordon S Douglass

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IT WAS A MIRACLE: 2019 Scot-A-Hoochee Regatta

By Jackie Cattanach, FS#5716, Dixie Lakes District • Photos by John Martin

Friday evening, September 20, was a delightful evening with a soft breeze cooling visitors and members alike at the Cheeseburger-in-Paradise party on the banks of Georgia's beautiful (and nearly full) Lake Lanier. The report that follows is of the Scot-A-Hoochee Regatta hosted by Lake Lanier Sailing Club.

Saturday dawned sunny and warm with a light breeze that teased the sailors as they arrived, hoisted their masts, and rigged their boats. By the skippers meeting the breeze had blown itself out. Sailors were reminded of the previous year when there was no racing Saturday and only one race on Sunday. Not again?! The postponement flag was hoisted, lunch was served, and everyone settled in for the wait. After 30 minutes, the flags began to fly, the gun sounded, boats were launched, and the sailors made their way out to the course.

Three races were sailed in winds that were light and shifty, so typical of lake sailing. The top 4 boats traded positions and the scene was set for Sunday's racing. After cocktails, dinner, and door prize extravaganza, the sailors retired to plot their strategy for the next day.

Sunday morning was cloudless, and windless, and racing was abandoned. It was a wrap! Boats were packed, lunch was served, and thank yous exchanged. Trophies were awarded to (1) Rob Fowler, (2) Andrew Fox, (3) John Kreidler, (4) Lynn Bruss, (5) Sandy Eustis, (6) Bob Graves. Complete results are below.

As the sailors left for their home ports, comments could be heard... 3 races were sailed...it was a miracle. 🚣



Visit [fssa.com](http://bit.ly/Scot-A-Hoochee) for complete race results: <http://bit.ly/Scot-A-Hoochee>



They Came, They Sailed (a little), They Partied

By Deb Aronson, FS#6144, Midwest District • Photos by Angie Hunt



We are reaching new heights these last few years at our annual invitational regatta, The Glow in the Dark II, at Clinton Lake in east central Illinois. This was the third year we had more than 30 boats attending. Considering that in our early years we were happy to get a dozen boats, this feels very exciting. The best part is, we grew attendance in two ways: our own home fleet has grown from five boats to 27 boats over the last five years; and the number of travelers has also increased.

This year we had boats from Michigan, Minnesota, Wisconsin, Ohio, Missouri and Florida. Plus our PRO, Dan Goldberg, came from Pennsylvania.

Each time we get 30+ boats we think it's a miracle, but after three times I think we can safely say this is the new normal. Last year we had a single start but split the

fleet in the results between Championship and Challenger.

This year we went all the way and had two separate starts!! We have hit the big time. Our PRO, Dan Goldberg, proposed what I thought was a crazy idea: that he start the Challengers before the Championship Fleet. His logic was that there would be less waiting between races for Challengers to finish. The success of this approach relied on starting the Championship Fleet late enough that they didn't nip at the Challenger Fleet's heels in the first leg but not so late that the Challengers were at the downwind gate while the Championship Fleet was starting. Always game to give an idea a chance, we agreed to the plan.

Although we had lots and lots of boats, we had very little wind. Still we had lots of food and (almost enough) beer, so that was good!

In addition to lots and lots of boats, we had lots and lots and LOTS of rain both Friday and Saturday nights. Friday came with extra wind, as well, since we were in a tornado warning zone. All the campers (which is almost all participants) woke up slightly damp and with lots of fun stories about holding up the sides of tents and hearing the gurgle of a nearby dry bed suddenly fill with water. One tent blew over immediately in the first puff. It could have been because Michigan sailor, Kerry Pebbles, who set the tent up for his crew, left out several poles and tent stakes! Note to Kerry: stick to mixing awesome Tito's Vodka drinks!

Still, the coffee was hot and ready by 6 am or so, thanks to Fleet 135 early bird, Trent Johnson. Plus, doughnuts!

The wind enticed us onto the lake, only to die when we got there. Dan Goldberg tried to get a race off, but the Challengers



Ben Williams and Deb Aronson.



Stacey Rieu, Linda Vitt and Rachel Bowling demonstrate good post-race technique.



Susan McIntyre and Rick Wojnar ask who needs wind to have fun?



What, another general recall?



Like ducklings all in a row.



Peggy Woodworth and Linda Vitt.



M&M (the Taylors) put up a happy face.

could barely cross the line and after 10-15 minutes Dan blew the abandon flag and we went back to waiting for wind. We waited for at least 90 minutes but the wind was not only puffy and very weak but from all different directions. That did not bode well. Finally Dan sent everyone in and our two rescue boats, captained by Dick Hanson and Gary Magnuson, towed most boats in. We hoped the wind would fill in

by 4 or so, but by then we were in full relax mode. A few intrepid souls took out Lasers and had a good time, and I was sorry that we missed it.

Unlike two years ago the heat was far less oppressive, so we enjoyed hanging at the pavilion. Kerry had brought a vintage sailing board game and several sailors entertained themselves with that. There was some tree climbing too among the

younger sailors. I have no details!

Last year at the steak cookout Michigan sailor Paul Lee stepped up and did a masterful job. This year I tapped Fleet 135's Kent Lowry for salad duty, and then he slid right into grilling duty. Turns out he was also an expert! Ben served as sous chef.

I'm sad to say we ran out of beer at some point after dinner and I was too tired to

Continued On Page 22

It's George's Birthday and YOU'RE invited!



By Ariel Harrington, FS#5642, Florida District • Photos by Ariel Harrington, John Cole and Randall Moring

As the meme goes, “We salt our margaritas, not our roads”. What further excuse do you need to travel to sunny central Florida in February 2020? Lake Eustis Sailing Club (LESC) is hosting their 50th Annual George Washington Birthday Regatta February 15th and 16th.

Affectionately referred to as the GWBR, this regatta is the crown jewel of the Flying Scot Florida District Series, with historically the largest attendance (averaging around 40 FS) due to a terrific venue and convenient location for both I-75 and I-95 traveling teams. There is also that mouse house that Mickey built, making travel by air very easy as well!

50 for 50. Our goal this year is to have 50 Scots registered! This is also the last event of our Snow Bird Series, created by former District Governor, Tom McNally. If you haven't been to Lake Eustis before, you'll come to find this hidden gem is a sailing mecca. LESC is highly active, hosting club races on weekends at least twice a month. Additionally, MC Scow's hold their Triple Crown Regattas here every year (Southeast Regionals, Trainwreck & Midwinter Championships) with registrations exceeding seventy boats. The Wayfarer class also holds their annual Midwinter Championships here, and has chosen LESC to host their 2022 International Championships.

As you can see, LESC is no stranger to hosting spectacular regattas.

Sailors are drawn back by a multitude of unique Floridian experiences. From camping under the sprawling live oak trees on the property, to extending their stay to take in Florida beaches or theme parks, there really is something for everyone. Eustis and neighboring Mount Dora exude that



old Florida charm with great restaurants, boutique shopping and legendary dive bars. If you sail at Eustis, you know that the Oyster Troff (just a stone's throw from the club), is a must. Many long lasting friendships have been forged over freshly shucked oysters and drinks in this iconic dive. At the end of the day, the camara-

derie is the biggest take away. Those who compete at GWBR are like your extended family, the ones you get to pick. You'll find the atmosphere is chock-full of southern hospitality. The competition on the water can be fierce, but back on shore everyone has a smile and is willing to lend a helping hand.

Last year, a new addition to the GWBR was the Flying Scot clinic. Tyler Andrews and Melanie Dunham of Flying Scot and Ryan Malmgren and Stacey Rieu of Mad Sails imparted wisdom and knowledge to those who participated during the two days before the regatta. LESC is working on a second clinic for February 13th & 14th; instructors and itinerary to be announced. Combining the clinic with the GWBR is the ideal tune-up scenario for the Flying Scot Midwinters.

To stay up-to-date with everything GWBR, check out Ariel Harrington's Facebook Page or email Ariel (GWBRregatta@gmail.com) to receive updates on registration, the FS clinic and all the fun extras that are in store to celebrate the 50th Anniversary of the George Washington Birthday Regatta! We look forward to seeing you there! Sail fast, turn left. #GWBR2020 🚢



2019 GWBR Winners

1. Zeke Horowitz and Jay Horowitz (son/father)
2. Jeff and Amy Smith Linton (husband/wife)
3. John Kreidler and Joe Brake
4. David Chapin and Caroline Chapin (father/daughter)
5. Greiner Hobbs and Robert Hobbs (son/father)

Highest placing female skipper: Lynn Bruss (with husband Bill Bruss)

Mid Fleet award: Juan and Monica Gaitan (husband/wife)

Poker-hand finishes: Dr. Jeff Bott and Ariel Harrington



What's in a Name?...

LIFT!

An ongoing occasional series by Amy Smith Linton, FS#6133, Florida District

Jim Nighan has been sailing and racing off and on, he tells me, for over 40 years. He's had a number of boats, but 7 years ago, he was between boats, racing on Lake Ontario and he needed a boat of his own. His skipper had a suggestion: "Buy a Flying Scot and go to Skaneateles."

Jim was dubious about sailing a non self-bailing dinghy, but a couple of weeks later, that same skipper telephoned. "Get up here. I have your boat."

These days, Jim sails Hull #760 out of the Skaneateles Sailing Club, New York, Fleet 43. The Flying Scot is his favorite sailboat. His regular crew and significant other is Margot McCormick, who is growing to love the class as well. She was awarded the Cynthia Rea Memorial Trophy for most enthusiastic club racer this year and the duo didn't miss a single regatta in on the lake in the summer of 2019.

The boat name? LIFT! Please don't forget the exclamation point.

He can't really believe that he's the only one to think of his boat name ("It amazes me that I haven't seen this anywhere!"). And, as we agreed, it's a wonderful boat name, because not only are you always on a LIFTed! tack — your spirits are going to be LIFTed!

True, Jim admits, he needs to explain the name a little, to sailors and non-sailors alike, but once people get it — well, they get it. 🚩



More stories to come about boat names as space and Scots n' Water permit. If you'd like me to share your story, drop me a line! You can find me at aslinton@aol.com or on my website www.amysmithlinton.com



(see Editor's note, page 5)

AND THE WINNER WAS...

John Beery, owner of "Sloop John B", Flying Scot #4257 (of Fleet #103 from the Fishing Bay Yacht Club in Deltaville, VA). He was also the person who suggested holding a burgee-design contest in the first place. 🚩

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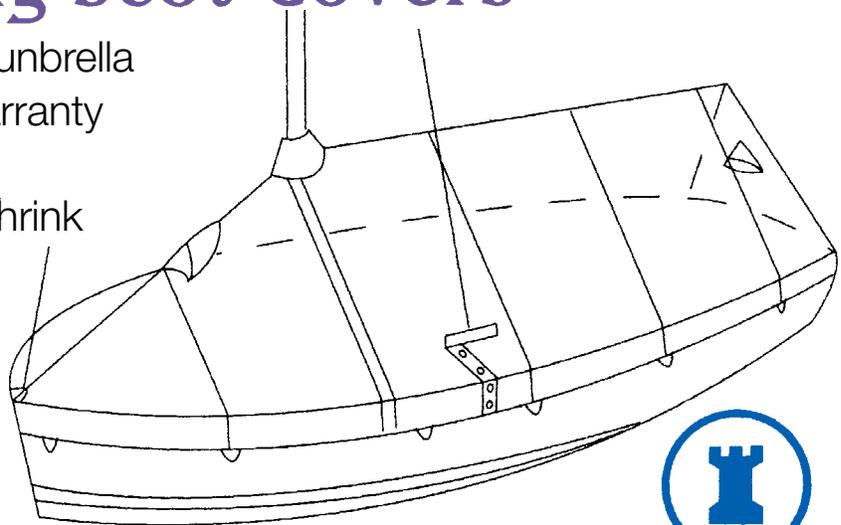
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In Memoriam:

Robert “Bob” James Neff, 1940–2019

Robert James Neff passed away Tuesday, October 1, 2019, at the age of 79.

Bob was born June 28, 1940, the first child of two born to James Julius Neff and Florence M. Neff (Sis) of 815 3rd St. Altoona, Pa. His brother David Irving Neff preceded Bob in death at the early age of 17 as a result of an unfortunate accident.

Bob is survived by his loving wife of 53 years, Mary Ellen Neff, 76, his children Lorie Rachel Neff, Daniel James Neff, David Anthony Neff, and six grandchildren.

Bob graduated in 1964 from Parks Air College, St. Louis, MO. with a Mechanical (Aeronautical) Engineering Degree. In 1965, Bob started work for McDonnell Aircraft, which in 1967 became McDonnell Douglas, where he worked on the F-4 Phantom II. Bob contributed to the development of two other notable aircraft, the Black Hawk helicopter and the B2 stealth bomber. In 1997, Bob began consulting for Kawasaki Rail Car in Yonkers, NY. Utilizing his aerospace quality and reliability knowledge, Bob applied the same approach to the subway trains for New York City Transit. In 2009, Bob began work for Louis T. Klauder as a subject matter expert in reliability and maintainability engineering. Bob never officially retired from the work he loved; however, Bob and Mary Ellen semi-retired to Ft. Laramie, WY in 2004 and eventually, with the help of daughter Lorie, made their modest ranch their full-time residence in 2016.

Throughout the late 1960's and early 70's Bob found time to race motorcycles. He was successful in endurance time trials and early motocross. Bob was one of



Robert “Bob” James Neff



Bob with his wife, Mary Ellen

the earliest riders to wear a full-face mask helmet, which won him the nickname “Moon Man” in local papers. He also was the only rider to keep the brake light wired, allowing his children to easily find him on the race track.

By the mid-70's Bob's children were getting to the age where mini-bikes might become an interest, so he retired the old leathers and boots for a 1977 Catalina 22-foot Sailboat. In 1979, Bob and Mary Ellen purchased a Flying Scot for use on Carlyle Lake in Illinois. Later that year, along with son Dan as crew, they won the Challenger division of the Flying Scot North American Championships. In 1987, Bob and Mary Ellen established a lifelong commitment to the Flying Scot sailing community by opening a marina for Flying Scots on the Chesapeake (now owned by son David). Beginning in 1991, Bob held the position of Chief Measurer for the Flying Scot Class. For the next 27 years, he insured the class measurement rules were kept fair for all competitors.

A memorial service was held Tuesday October 29, 2019 at the Ft. Laramie Presbyterian Church. A second family and friends gathering to celebrate Bob's life will be held on June 28, 2020 at Selby Bay Sailing Center, Edgewater, MD 21037.

In lieu of flowers, contributions/donations can be made in Bob's name to the Western Nebraska Art Center. Visit www.thewnac.com/about-membership and click, *To Join or Renew Membership*. Under *Additional Information*, please enter MaryEllenNeff@gmail.com as the email address. For more information about the art center's mission, vision, and values visit www.thewnac.com/welcome or call the Art Center at 308-632-2226.

Please visit Bob's online obituary (<http://bit.ly/RobertNeff>) to add a memory or a simple message to his family. You can also send a card and memory to Mary Ellen Neff at 2311 Big Bear Blvd. Ft. Laramie, WY 82212. ▲

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drive into Clinton for more. Kerry's vodka bar kept the crowd refreshed, so I think our guests cut us some slack.

Night came and again with the rain. Thanks, Mother Nature.

But the next morning the breakfast club snapped into action. The breakfast club, led by Marianne Gerry together with Carlyle's Rachel Bowling and Cowan Lake's Lynn Kitchen, bring homemade egg-based breakfast casseroles that they heat up on the grill for a hot breakfast Sunday morning. These culinary masterpieces were inhaled quickly since we'd moved the start time up by an hour in the desperate hopes of getting multiple races in before the noon cut off time. We had made this plan last night and tried hard to spread the word, though one local sailor had missed the announcement and barely made it to the course in time.

Everyone was very good about getting the boats in the water and off the docks quickly. It is a grand sight to see so many Flying Scots on our humble dock!

I wouldn't say the wind was perfect, but it was wind and so we raced.

I admit I was skeptical about starting the Challenger boats first. But it worked

beautifully! It was also extra fun (speaking for myself) to watch the Challengers' first leg, both watching for things like which side paid off and also rooting for those boats who we could identify from afar. We successfully ran a three-leg, windward-leeward race, and voilà, we had a regatta!

It looked like we might well have time for two more races, but the Championship Fleet had to be re-started something like five times. The first general recall, Dan lengthened the line. The second general recall, Dan put up the Z flag. Meanwhile the Challengers had rounded the windward mark and hoisted their spinnakers. The THIRD general recall, Dan put up the Z and the I flags...and still, the whole fleet kept false starting.

The Challengers had rounded the gate and headed upwind before the Championship Fleet finally got a clean start. It's still a mystery to me why we had so many recalls. The line was square and long enough and I have never witnessed such craziness before!

Sadly, this delay meant it was about noon by the time we finished the second race, and so we all headed in so the travel-

ers could pack their boats and start their long drive home. We served up hamburgers — and found another Fleet 135 grilling expert, Craig Flowers — and distributed trophies, including the Midwest Travel Trophy. This is a perpetual trophy that goes to the boat with the two best finishes in half the Midwest events. This year we had four Midwest regattas, and so anyone who sailed in two regattas qualified. We had more than 20 boats qualify and Marianne Gerry made homemade raspberry jam for all qualifiers. She had a great speech about how great it is to travel even when you get into a "jam" (ha ha!), so that explained the jam. It is yummy, by the way.

And, Ta Da! Frank and Marianne Gerry were the winners of the Travel Trophy this year! That means we have had four winners so far for this new-ish trophy: Hugh Haggerty, Ryan Malmgren and Stacey Rieu, Ben and me, and Frank and Marianne. I think this is getting to be a great tradition.

After hamburgers and trophies and all the boats were packed up, people started to head for home. Lots of hugs and high fives were exchanged and promises to do it all again next year. Hope you can join us then!! ▲

NEW MEMBERS **Midwest – Boat# Z736** – Clifton Brittain, 1980 Goodrich Avenue, St. Paul, MN 55105

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Regatta: Florida District Series #4 at Davis Island Yacht Club, Tampa, FL

District: Florida • State: Florida
Date: 01/18/20 - 01/19/20
Info: Laura.marriott.dar@gmail.com

Regatta: Florida District Series #5, Lake Eustis Sailing Club, Eustis, FL

District: Florida • State: Florida
Date: 02/15/20 - 02/16/20
Info: Laura.marriott.dar@gmail.com

Regatta: Florida District Series #6, Lake Monroe Sailing Association, Sanford, FL

District: Florida • State: Florida
Date: 03/14/20 - 03/15/20
Info: Laura.marriott.dar@gmail.com

Regatta: 2020 Midwinters at Ft. Walton Yacht Club, Ft. Walton Beach, FL

District: Florida • State: Florida
Date: 03/22/20 - 03/26/20
Info: patsun@yahoo.com

Regatta: Florida District Series #7 at Indian River Yacht Club, Cocoa, FL

District: Florida • State: Florida
Date: 04/04/20 - 04/05/20
Info: Laura.marriott.dar@gmail.com

Regatta: Florida District Series #8 at Upper Keys Sailing Club, Key Largo, FL

District: Florida • State: Florida
Date: 05/15/20 - 05/16/20
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Regatta: 2020 Indy Regatta

District: Midwest • State: Indiana
Date: 06/13/20 - 06/14/20
Info: glendris@gmail.com

Regatta: 2020 Women's NAC at Deep Creek Yacht Club, Swanton, MD

District: Ohio • State: Maryland
Date: 06/27/20 - 06/28/20
Info: melanie@flyingscot.com

Regatta: 2020 NAC at Cedar Point Yacht Club, Westport, CT

District: Greater New York • State: Connecticut
Date: 07/11/20 - 07/17/20
Info: jcooke@trianglepackage.com

Regatta: Massapoag Yacht Club 71st Annual Regatta, Sharon, MA

District: New England • State: Massachusetts
Date: 09/11/20 - 09/13/20
Info: dianekampf@charter.net

Regatta: 2020 Atlantic Coast Championship at Selby Bay Sailing Center, Edgewater, MD

District: Capital • State: Maryland
Date: 09/12/20 - 09/13/20
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Love Prevails at the Wife-Husband Championship Photos by Steve Benenson and Sherrie Galaway



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