

# History of Flying Scot Fleet #57 At Stone Horse Yacht Club



## *1965 to 1970 - The Early Years*

The first two Flying Scots arrived at Stone Horse Yacht Club in 1965. Chuck Winans bought #312, a used boat, and the three Gorham brothers (Bill, Ben, and Buster) bought #732 new. Ben and then Bill both went on to become Commodores of SHYC and later on Chuck served as a Vice-Commodore. Chuck had been crewing on Bill Kimball's Wianno for thirteen years since 1952 and felt he would like to try his hand as a skipper. Bill Kimball agreed that the club might be ready for a new boat and promised he would buy one the following year.

The initial criteria which Chuck outlined for a proposed new fleet boat was: (1) a fiberglass boat (2) a boat viewed as a "national" class and with a strong class organization (3) a boat inexpensive to maintain; (4) easy to trail to other locations; and (5) "sporty" and yet still be a comfortable safe "day sailor". In 1966: Bill Kimball came through with a new boat purchase (#954) as well as Art Cote (#955) John King (#957) Rod Nordblom (#958) and Bob Leavitt (#959), which raised the fleet total to 7. The Skippers Class used four of these boats (Kimball, King, Cote, & Nordblom) in the Sailing School program. That year the new owners applied to the Flying Scot Sailing Association for membership and were assigned as Fleet #57.

By 1967 five more Scots were added to the fleet bringing the total to 12. New owners were: Shriner's (#652), Dave Steere (#1161 and sailed by Jan Steere), Bruce Steere (#1054 and sailed by Lucy Steere), Jill Morgan (#1058), and Wildermuth (#1160 and sailed by Bruce Wildermuth). Four of these boats were added to the Sailing School: Lucy Steere, Jill Morgan, and Wildermuth children. Bob Leavitt became the Club Champion in 1967 with John King 2nd and Bruce Wildermuth 3rd. During the summer of 1967 Chuck Winans and Bill Kimball trailed their respective Scots to Montreal, Canada for "Expo '67" which was a mini-worlds fair. It was also the site of the 1967 North American Championships. Chuck and Abigail brought along Chip (age 12) and Rob (age 10) as their crew. Bill & Sally brought Rick (14) and Kim (12) and Lance, though Lance did not race. The racing was not that successful but the Fair was wonderful. They each reported that there were no problems whatsoever in trailing long distances. In fact, with all the luggage stored in the boat, the car was relatively empty while driving.

In 1968 Bob Leavitt sold his Scot #959) to Van Thomson. Three more Scots were added, bringing the fleet to 15. New owners were George Rockwood (#786), Allen's (#1283 sailed by Ben), and Josselyn (#304). In 1968 the Season Champion was Ann Nordblom with John King 2nd and Bruce Wildermuth 3rd. During 1969 more boats were added. Walter De-

Lorey bought #1203, Charles Collatos (#1410), Fred Fowle (#1399), Hartman's (#1262), Hurst (#1045), Tom Miller (#1444), Robbie (sailed by Kim), Steiger (#1710) and Wiseman (#1550). The Steiger boat was sailed by Allen and Barbara for many years and the Wiseman boat was sailed by Linda with husband Bill as crew. The boat was named "Seven Year Itch". At the end of the 1969 sailing season, Chuck Wilians was transferred to London on a job assignment, which lasted 6 years. Chuck sold his boat to the Ken Wheeler family. Two years later after renaming the boat "Rubella", Gary Wheeler won the season championship and three years later her brother Gregg won. By 1970 the fleet was well established as the largest SHYC racing fleet with 25 boats registered by Yacht Club members. What was remarkable was that most of those boats



were actually being raced on a regular basis. The boat had been used regularly in the Sailing School and those juniors were trained well enough to race on the weekend. In fact, beginning in 1968 these same juniors took over the trophies for Season Championships as well as other trophies. Ann Nordblom started the roll in 1968, followed by John King in 1969. Kim Robbie, at age 14 was next in 1970 with an all-girl crew consisting of Kim, Leslie Robinson, and Louise Houston. Gary Wheeler (Hayes) won in 1971, John King 1972, Doug Hurst 1973, Gregg Wheeler in 1974, Kim Robbie again in 1975, and Peter Haley in 1976, 77, and 78. Remember that for the first 12 or 13 years of the introduction of the Scot to SHYC, this was the only boat used in the sailing school for kids graduating from the Waterbug. These juniors (referred to later) were typically ages 12-16 and sailed three days/week in sailing classes and then also raced on Saturday afternoons.

### ***1970s - The Fleet Wanes***

Starting in 1970 a slowdown in the growth of the Scot fleet began. That year saw the introduction of the O'Day 15 – a smaller and sportier 15' boat which included a trapeze – which was meant to fill a gap in the sailing school program for students graduating from the Waterbug. For the next four years the O'Day fleet grew, starting first with six boats purchased by the Yacht Club and supplemented by private owners. The O'Day fleet ultimately numbered approximately 17 boats. However, during those years there were many major equipment failures and the manufacturer did not support the fleets which had been created. The boats were raced for only four years. 1973 was the last year that the boats were raced in the regular weekend series, though they continued on in sailing school for several more years. Within a couple of years all of the boats virtually disappeared. Meanwhile, a few changes were taking place in the fleet. In 1971 the Blaikies' joined SHYC and purchased #1713 for Rob & Judy. Bud Gilbane purchased a boat for their children in 1972. In 1973 John Cheney bought #955 from Art Cote and Manley Boyce bought a new boat (#2339). In 1973 Charlie Helliwell bought #1203 from Walter Delorey and two other boats were added; Dr.

William Staples (#2474) and Dr. Robert Hill (#2363). Several boats were sold during the early '70's but the overall total of boats in 1974 was twenty-four. In 1973 all of the individual trophies for all three places in the July 4, July, August, Labor Day, and Season Championship went to juniors (ages 12-16) except for a win by Charlie Helliwell in the Labor Day Series (Charlie would later become Commodore). The 1974 season was more of the same regarding the junior domination except that Charlie Helliwell moved up to 3<sup>rd</sup> place for the Season Championship. The 1975 club roster shows the addition of four more new boats: Ed Winslow (#2600), Charles Haley (#2658), Daniel Carroll (#2659), and William Howe (#2618). The new fleet total was now 28 boats, all within the space of 10 years. The 1975 racing trophies still went predominately to the juniors but a few more adult names began to appear: Allen Steiger, Ed Winslow, Charlie Helliwell, and Jack Robinson. New owners that year were Frank Pettee (#1339) and Russ Morgan. After a couple of sales the fleet total was still 28 boats. Race results for 1976 were still heavily for the juniors with the exception of a couple of trophies for Allen Steiger and Jack Robinson. New faces for the season were Joe Gallagher (#1689) and Bill Murphy (#2460). Following a few boat sales, the fleet total dropped to 26.



1977 also saw another attempt to introduce a new boat for the sailing school. This boat was meant to be a step up from the Waterbug but not to replace the Scot. The boat was a "Pirateer" manufactured by Chrysler Corp. and included a main, jib, and spinnaker. Ten yacht club members signed up to buy boats for the new fleet. Once again after several years this boat also had equipment failures and the fleet was ultimately disbanded though a few boats remained to be used by the sailing school for training.

In 1975 Chuck Winans returned from London and in 1978 and 1979 served as Race Committee Chairman. By the end of the 1979 season, Chuck, frustrated by watching the large number of racers from RACOMBO, purchased a new boat as soon as his Race Committee duties were over. 1979 saw Joe Gallagher win Season honors, breaking an eleven-year string of wins by Juniors. The Gallagher family would eventually own 4 Scots at one time: Joe (father), Joe (son), Nancy (wife), and daughter Kristin. However, glory for the adults was short lived as Jeff Morgan became champion in 1980. Joe Gallagher regained Season Championship again in 1981. Jeff's name reappeared again in 1982 and 1983 and except for a win by Jim Hudson in 1984, Jeff continued to dominate, winning again in 1985 and 1986.

The dominance of the Juniors as Season Champions between 1968 and 1986 (who were rewarded with their names on the perpetual "Kimball" trophy) led to the donation by the White family (parents of Linda Wiseman) of the "White Trophy" which was restricted in eligibility to "adults" over age 30. The first winner of the White Trophy was Joe Gallagher in 1979 (Joe won again in 1980). One of the many vignettes of those early sailing years concerned Pixie Lewis/Robinson. In 1979 Pixie was a regular racer for the Saturday races. She was also set to marry Tom Lewis on Saturday August 25 at 4:00. At that time Chuck Winans was ending a two year term as Race Committee Chairman and knowing of the wedding date

(and time) well in advance, scheduled races on that Saturday for 10:00AM instead of 1:00 PM. Pixie raced and made the wedding on time, though her hair was slightly damp.

### *1980s - The Peak Years*

The early '80's were peak years for the Scot fleet. On some Saturdays as many as 18 Scots could be found on the starting line. Included among the starters were a number of Junior boats, "all-girl" crews (Nancy Gallagher, Nancy Trowbridge, and Abigail Winans), parent-child crews, and adults. Over the years SHYC hosted several District Regattas which drew boats from other District Fleets in Rockport, Cohasset, Duxbury, Plymouth, Massapoag, and Bass River, as well as individual boats from as far away as New Jersey, Connecticut, and Long Island. These events were usually run with 25-35 boats participating. The first District Championship hosted by SHYC was in 1969. One of the visiting skippers came from outside the District (probably Connecticut) and he arrived in Harwich Port without any crew. The Committee organizing the event looked around and found Ian Gillespie, one of our better sailing school students. The two of them won the District Championship. In 1979 SHYC hosted another District Regatta which was won by Greg Wheeler against participating boats from many other states. Over the next 20 years SHYC hosted other District Regattas, including one in 1996 which attracted 40 entries. The most recent District

Regatta was hosted in 2002 with 26 competitors. In 1982 SHYC under-

took the monumental task of hosting a National Championship. Because the facilities in Harwich Port were not sufficient for such a large undertaking, the event was held at Tabor Academy in Marion, MA with volunteers from SHYC serving in many capacities such as judging, race management, and housing. Chuck and Abigail Winans acted as co-chairpersons for the event which brought together 74 Flying Scots from all over the country.

1982 was also a good year for Chuck Winans and Holly Helliwell. That Fall the District Championships were being held on Lake Massapoag in

Sharon MA. Holly was a student at Wheaton at the time so because of the convenient distances (Chuck was living in Dover MA), Chuck entered with Holly as crew. In one of the races on a tight spinnaker leg with gusty north winds they capsized while in first place. Holly nimbly flipped over onto the center board, righted the boat, pulled Chuck out of the water and they continued on in first place and ultimately first place for the district championship. This all had been duly photographed and turned up in the center-fold of Scots n'Water, the class magazine.

The 1983 racing season saw 6 Wiannos, 20 Flying Scots, 7 Pirateers, and 6 Waterbugs competing in the Club's regular series. This was also another year for hosting the Northeast District Championships. The first three places in this regatta were won by Stone Horse skippers: Jeff Morgan 1st, Scott Pettee 2nd, and Richard Robinson 3rd. Top honors in the



regular season series seemed to be shared among the juniors (Richard Robinson, Jeff Morgan, and Scott Pettee) and seniors (Jim Hudson and new Scot owner Mike Hershey) though overall honors still went to Jeff Morgan. New boat skippers that year also included Cindy Peterson and Erich Bender (another future Commodore). In 1984 a new J-22 fleet was established which gradually began to draw away some of the Scot regulars. Scot winners for the season were Jim Hudson, followed by Mike Hershey and Cindy Peterson in 2nd and 3rd. 1985 season winners were Jeff Morgan 1st, Mike Hershey 2nd, and Jim Hudson 3rd. This was probably the first time in 20 years that the top three honors went all to the adult sailors.

Coincidentally, this was also the year when several families purchased a Collegiate 420 as a Junior boat. The following year the Club authorized the purchase of six 420's as club owned boats. While the 420 program has been popular over the years largely because of inter-club competition with other Yacht Clubs also using 420's, the new fleet also marked the beginning of the end of juniors participating actively (and winning season championships) in Scot racing on Saturday afternoons.

The '86 season saw Jeff Morgan again the season champion followed by Scot Bender and Chuck Winans. 1987 saw two juniors again at the top. Andy Hudson won season honors followed by Scott Bender in 2<sup>nd</sup> place with Rick Kimball in 3rd. 1988 season winners were: Scott Bender, Chuck Winans, and Mike Hershey in that order. Several more Scot sailors shifted over to the J-22 in 1989 bringing the J fleet total to 16. Scot season winners in '89 were Chuck Winans, Rick Kimball, and Mike Garrison.

### *1990s - Ups and Downs*

The next five years were slow years for the Scot fleet. While the overall number of boats remained large – over 25 Scots in the fleet – racing participation decreased somewhat. While the juniors who used to dominate the fleet were now training and racing in 420's, the new J-22 fleet began to grow as some Scot racers decided to test the new competition, among them being Jeff Morgan, Charlie Helliwell, Gary Hayes, and Scot Bender. The total number of J-22 boats reached a peak in 1991 with an overall fleet count of 16.

The Scot season champion in 1990 was Chuck Winans, followed by Rob Cleveland, and Andy Hudson. 1991 season winners were Hudson, Winans, and Kimball, in that order. 1992 had the same winners but with Winans #1 and Hudson #2. 1993 saw a new name in the top 3 with Ned Steiger taking 2nd place honors after Winans. Rick Kimball was again 3rd. 1994 saw another new name in the top three when Vicky Stump (Wiseman) took 1st place followed by Winans and Kimball. 1995 season winner was Winans again but this time Chip Winans instead of Chuck. Vicky Stump was 2nd with Rick Kimball 3rd. Also, the Labor Day series saw Jeff Morgan return to the Scot fleet for at least one of the seasons individual series where he won 1st place honors. Meanwhile the J-22 fleet had lost some boats and the fleet now numbered 13.

1996 began a renewed interest in the Scot fleet, prompted primarily by the hosting of the Northeast District Championships in late July. Many current and past Scot sailors pitched in to host the event which attracted 30 visiting boats including 7 from Connecticut and several others from NY state. In addition, 10 SHYC boats participated, some skippered by former Scot sailors. Jeff Morgan won the event. However, with the influx of some strong sailors from Duxbury and Massapoag, the next best Stone Horse finish was Chuck & Chip

Winans in 14th place. Season winners at the end of the year 1996 were Chip Winans again in 1st, Pixie Robinson Lewis 2nd, and Rick Kimball in 3rd. 1997 season winners were Vicky Stump, Chip Winans, and brother Lance Kimball replacing Rick Kimball, while Rick assumed duties as Race Committee Chairman. 1998 saw new names with Ned Steiger with crew of Andrew Barrett winning season honors. 1999 saw five new boat owners in the Scot fleet. Among the new owners were Jack McCowan, Bob Wilson, John Doherty, Scott Jordan, and Peter Haley. The season championship was won by Vicky, followed by Ned Steiger, and Chuck Winans 3<sup>rd</sup>. Though the '90's were marked in general by low racing participation (as was also the case with the J-22 fleet), the end of the century ended on a high note with renewed growth in the overall fleet size – now numbering 32 boats. In addition, the final race series of the century (Labor Day series) saw a record number (for the '90's) of Scots participating (Jeff Morgan 1<sup>st</sup>, Vicky Stump 2<sup>nd</sup>, and Peter McAvoy 3<sup>rd</sup>).

One of the highlights of the 1999 season was the running of a fun regatta, run on a non-race day, for ANYONE. Prizes were awarded for all sorts of categories other than the order of finish. Peter Haley skippered a boat consisting of himself and at least six other juniors (all under age 12). Many of the non-racing boats were resurrected out of retirement and sailed by many ex-fleet sailors.



### ***2000 Fleet Strengthens Again.***

At the start of the 21st century, for the season 2000, more new faces have appeared in the fleet. Andrew Langhoff bought #1058 (owned originally by Jill Morgan), Harry Billings in #2319, a Spalt boat (#2659), and Peter and Kathy Mitchell (#4949). The season winners for the year 2002 were Vicky Stump in 1st place (again), followed by Ned Steiger 2nd and Lance Kimball 3rd. The year 2001 was a repeat of the prior year for the season winners except that Chuck Winans moved up to 3<sup>rd</sup> place. 2002 brought about similar results with Vicky and Ned again repeating the same results except that Pete McAvoy took over 3<sup>rd</sup> place.

2002 was also another year to take our turn hosting the NE District Championships. Registrations numbered 26, of which half were from our own Stone Horse fleet. Three of the four top places (including #1 and #2) were taken by the Duxbury visitors. Our own Jeff Morgan managed a 3<sup>rd</sup> place. This was a two day event with a cocktail party early Sat. evening followed by a lobster clambake.

2003 was a win for Ned Steiger with his able crew of Andrew Barrett. The year 2004

was another win for Vicky Wiseman. This brought Vicky's winning seasons championships to a total of 7. This run of victories started in 1994 and over the 10 year period Vicky won 7 times out of the 10 years – the most season victories of any Scot racer since 1967 which was the first year of a season trophy. It is also interesting to note that in many of those winning year she raced with an all female crew. However, after that remarkable record, though Vicky continued to win some of the individual series such as July 4 or July or August, #1 slot went to Peter McAvoy for the next 3 years (2005-07).



2006 was again another year to host the District Championships. This time around however, the event was held in one day. Luckily the weather cooperated and we got off a full 5 race event and finished by 4:00 PM (lunch break on the water). Following the racing we hosted a lovely cocktail party at Jeff Haley's house. There were only 20 registrations for this event with 9 visiting boats and 11 from the home fleet. The winning team was a boat from Ontario Canada (plus Greenwich CT) with Chris Danilek and

his wife Linda as crew edging out Roger Sharp from Lake Massapoag by 1 point. The first SHYC boat was skippered by Jeff Morgan who came in 5<sup>th</sup>, followed by 5 SHYC skippers.

2007 also saw some boat changes. Doug Karlson bought Andrew Langhoffs boat and Jeff Hurst sold his Scot (to buy a MUCH bigger sailboat). Tom Lewis also sold his boat outside the club.

### ***2008 - The Club's 75th Anniversary and 44 years of Flying Scots***

2008 is the year of celebrating the 75<sup>th</sup> anniversary of Stone Horse YC. It is also the 44<sup>th</sup> year of Flying Scot racing at SHYC and the fleet remains strong with as many as 12 different Scots appearing on the starting line. There are now 30 boats listed as owned by SHYC members. Racing participation has increased. Except for the Optimists, the Flying Scot remains the largest racing class at SHYC. The boat itself is still being manufactured today from the same original mold and design created over 50 years ago. In fact, last year represented the 50 year celebration for the introduction of the Scot. At the national level, the class is still growing and almost 6000 boats have been produced, all racing together competitively regardless of age as a true one-design fleet. Southern Massachusetts Sailing Association (SMSA) has endorsed the Flying Scot as the preferred center-board boat for championship events and in 1999 purchased seven new Scots for use in the three-person Championship events (Ginn Cup, Prosser Cup, and Cumming Cup). Over the years SHYC has usually sent a team to the Cumming Cup (age 18 and under). Jeff Morgan and a Stone Horse crew has won the Ginn Cup (mens Senior Championship for NE) many times over the years, mostly in Scots but sometimes other class boats. The 7 SMSA Scots were recently turned over to the Pleasant Bay Community Boating association located on Pleasant Bay in

Jack Knife cove, on the stipulation that PBCB would host the ladder type SMSA events. PCBC runs a program for almost 200 kids and adults with a program centered around the Flying Scots located there.

Charles Winans

7/30/08

