

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 57 | NUMBER 3 | 2013



PACIFIC DISTRICT HIGHLIGHTS

FASTER BY DESIGN

NEW!



RHC RADIAL MAINSAIL

The RCH was developed with the goal to create a sail that matched the AP Main in speed and performance while adding durability and value. Using the North Sails proprietary design software we added radial head and clew sections which make the sail smoother while keeping the same "easy to trim" shape of the AP. The RCH also features a bit more depth in the forward mid-section of the RCH to allow easier gear changing in breezier conditions.

The RCH, like the AP Main, works great in combination with either the snug, loose or tight rig jib.

North Americans 1,2*3,4,5,6*,9
Jr North Americans 1,2,3
Wife-Husband Regatta 1,2
Pymatuning Independence Day 1,2,3
DIYC Regatta 1,4



One Design

Allan Terhune (410) 280-3617
allan@od.northsails.com

Brian Hayes (203) 877-7627
brian@od.northsails.com

onedesign.com

*partial North inventory

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

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

FIRST VICE-PRESIDENT

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-466-1161 • f.gerry@mchsi.com

SECOND VICE-PRESIDENT

Bill Vogler*
22 Wolfe Creek Court
Glen Carbon, IL 62034
618-288-4734 • wvogler@siu.edu

SECRETARY/TREASURER

John Domagala*
6119 9th Avenue Circle NE
Bradenton, FL 34212
941-748-3577 • limerun@gmail.com

COMMODORE

Charles Buffington*
490 Broadmoor Avenue
Pittsburgh, PA 15228
412-388-1666 • buffingtoncw@anes.upmc.edu

IMMEDIATE PAST COMMODORE

Barbara Griffin
208 Oakcrest Lane
Pittsburgh, PA 15236
412-653-3056 • barbg2259@aol.com

FSSA MEASURER

Robert J. Neff*
PO Box 681747
Charlotte, NC 28216
443-994-1932 • neffenterprise@yahoo.com

EDITOR, SCOTS n' WATER

Kay Summerfield*
1035 Horse Pen Swamp Road
Washington, NC 27889
252-946-0505 • slokay@earthlink.net

AMENDMENT COMMITTEE

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

WEBPAGE EDITOR

Eric Wojtaszek*
24 Eaton Street
Wakefield, MA 01880
781-224-3394 • eric@maltshoppe.com

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



From The President	4
Replacing a Boat Cover Shock Cord	5
Midwest District Launches Its Own Travel Series.....	5
Road Warriors of the Pacific Northwest.....	6
Columbia Basin Sailing Club, Flying Scot Fleet 186-A Typical Race Day	10
A Scot-Stronger than Sandy	13
2013 Midwinters at Sarasota, Florida	14
So You Want to Race a Club-owned Flying Scot?.....	17
Approved FSSA Venues for Sanctioned Regattas	19

In Every Issue

New Members	21
Starting Line	21
Caveat Emptor	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. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.



The FSSA is on Facebook and 460 people have joined so far.
Visit Facebook and search "Flying Scot Sailing" and join the group for the latest sailing news.

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.

Publication Mail Dates: Issue #1, **January 15**; Issue #2 **March 15**; Issue #3, **May 15**; Issue #4, **July 15**; Issue #5, **September 15**; Issue #6, **December 15**.

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

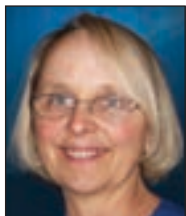
PROOFREADER: Marti Worthen - Fleet 48, LNYC.

STAFF EDITOR/PROOFREADER: Nancy H. Cooper (800) 445-8629.

ADVERTISING: Christina Hicks (800) 445-8629.

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

COVER PHOTO: 2011 Al Morris Regatta on Yale Lake in Cougar, WA. At my request Photoboot.us sent this to me for our use. Regards, Richard Obst.



From the President

Diane Kampf, FS 5857



Dear fellow sailors,

As my term as Flying Scot Sailing Association President comes to a close, I cannot adequately explain what a privilege it has been to serve in this role. Yes, there have been some long hours and, yes, it was worth every minute. I have loved hearing from each of you who reached out to me with an issue, an idea, a complaint, or a compliment. I have addressed every one of them in some way and, although you may not always have gotten the result you hoped for, you can rest assured that each item was addressed.

There are many people to thank, but let me start with you. Each and every member of FSSA keeps our organization strong, keeps the boat value at its highest level possible, and keeps the camaraderie at its best. So thanks to all of you who continue to be a part of this wonderful group of people who have become like family to me.

I'd like to thank all the Fleet Captains, some of whom are more active than others but all of whom play an integral part in the Association. Thanks to the District Governors who serve each region and ensure that there is communication across the organization. Since we are so large and spread across the country, and

since many of us have full-time jobs and families, the Fleet Captains and District Governors make sure the management stays aware of what is going on in the Flying Scot class.

Thanks to our Executive Committee that helps keep the organization going; they meet month after month, and they've spent loads of time working on your questions and issues and keeping me honest. This includes Immediate Past Commodore Barbara Griffin, Commodore Charles Buffington, First Vice-President Frank Gerry, Second Vice-President Bill Vogler, Secretary/Treasurer John Domagala, FSSA Measurer Bob Neff, Amendments Committee Chair Dan Goldberg, Parliamentarian Larry Taggart, Scots n' Water Editor Kay Summerfield, and Webpage Editor Eric Wojtaszek. Thanks also to our Executive Secretary, Courtney Waldrup, and the crew from J. Edgar Eubanks & Associates, who handle our day-to-day business and keep us up to date with the latest information needed to run the Association. And let's not forget the committee chairs, including Charles Buffington on the Flying Scot Foundation, Bill Ross on the National Championships Committee, Larry Taggart on the Nominating Committee, Dan Goldberg on Amendments, Deb

Aronson on Publicity, and Mike Noone on Membership.

Special thanks this year to the Web team of Eric Wojtaszek, Glenn Wesley, and Phil Scheetz for the great new Web site that lets us showcase our events and news about what is going on across our Districts. The more we make use of the site, the better our communication can be with all our members and visitors to the site. With this Web site and our terrific Scots n' Water magazine, we have diverse ways to reach our members.

Last but not least, thanks so much to my husband and skipper, Greg. Without his support, this amazing adventure would not have been possible. He stays quietly behind the scenes, supporting me through all the ups and downs, and I appreciate it more than I can ever say.

You will be in great hands as First Vice-President Frank Gerry takes the helm. Frank has lots of experience in sailing association management, and he has learned a great deal about FSSA and contributed much input during his time on the Executive Committee. Please give him your full support as he ventures into his new role as President.

Hope to see you on the water, and please keep in touch!

Happy sailing! ▲



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.

Price is \$25.00 plus \$6.00 S&H. To order please call FSSA at (800) 445-8629

Replacing a Boat Cover Shock Cord

Dan Goldberg, FS 4991

Have you ever broken a shock cord or had a clip break, resulting in the shock cord retracting into its “tunnel” along the edge of the cover? It is almost impossible to retrieve the shock cord. However, thanks to Harry Carpenter (who had the original concept) and my wife, Pam (who made it easier), there is a low-hassle way to replace the cord.

First, measure the length of the section of the cover that the new shock cord will go through. Then get a piece of ¼-inch shock cord one foot longer than needed.

Next, get a flexible wire at least twice as

long as the shock cord. A forestay works great! Then remove the old shock cord. Thread the wire through the tunnel at the edge of the cover until it comes out through the other end. Then go back to the starting end and tape the new shock cord parallel to the wire that is sticking just outside the tunnel. The taped length should be about 2 inches. Pull the wire at the other end, and the shock cord taped to the wire will go with it into the tunnel. Continue to pull until the shock cord appears at the far end. The only tricky part may be going around a corner near the stern end of the cover. You may have

to help work it around the corner.

Once the shock cord is all the way through, remove the tape and tie or Nicopress the shock cord to a clip. Then tie a temporary stopper knot or clip at the original end, and remove the wire by pulling it back towards that same end. Then stretch the cover over the boat gunnel and determine where to cut the shock cord to its final length, making sure it does not jump into the tunnel! Finally, tie it or Nicopress it to a clip to finish the job. I actually tied the shock cord to the clip with a bowline with a long tail, so as not to risk losing it. ▲

MIDWEST DISTRICT

Midwest District Launches Its Own Travel Series

Deb Aronson, FS 5897

As we here in the Midwest saw other districts launch successful travel series (I'm speaking mainly of the Dixie Lakes District, thanks to the late Charlie Fowler), and because we, too, would like to encourage sailors in our district to travel more within the district, we decided to create our own Midwest District Traveling Series.

Our plan is that, each year, each club in our district may nominate its regatta to be included in the series, though only one regatta may be nominated per club. Some clubs, like Carlyle and Eagle Creek, host two or more regattas in a year, and it wouldn't be fair for them to have a “home court” advantage (i.e., not having to travel) more than once. The District Championship (held this year at Eagle Creek, June 21-22) will always be

included in the series; once the host club is decided, the District Championship automatically becomes that club's only regatta in the series for that year.

The Midwest District covers a lot of highway miles, from North Dakota to Indianapolis, so we had to come up with a reasonable number of regattas that sailors had to participate in to qualify for the trophy. We decided that 50%, or the next higher number, would work, so if five clubs nominate their regatta, participants must sail in three of them to qualify. Each skipper must also be a member of a Midwest District club and a member of the Flying Scot Sailing Association. In the event of a tie, the trophy will go to the boat that sailed in the most regattas.

Clubs will send their nomination to our district governor, Ben Williams (bdwillms@uiuc.edu).

I imagine it might take a few years for the idea to catch on, but so far this year we have five regattas signed up, which is great! They are:

- Flying Scot Midwest District Championship, Eagle Creek Sailing Club, June 21-22
- Sheridan Shore Race Weekend, Wilmette Harbor, July 26-28
- Ephraim Regatta, Ephraim Yacht Club, August 2-4
- Egyptian Cup, Carlyle Sailing Association, September 2-3
- Glow in the Dark Regatta, Clinton Lake Sailing Association, Sept. 27-29

I am hopeful that, for Scot sailors who've been considering traveling, this series will provide just the impetus to do so! See you on the circuit! ▲

Road Warriors of the Pacific Northwest

Brian Tyrrell, FS 5472

Welcome to the Pacific Northwest (PNW) Flying Scot fleet. We're a small but active mix of sailors. The majority of the fleet are members

of the Columbia Basin Sailing Club (CBSC.info), which holds its local races on the Snake River behind the Ice Harbor Dam, just outside the Tri-Cities in Washington State. The Tri-Cities consists of Richland, Pasco, and Kennewick,

and we're located about 210 miles east of Portland on the Columbia River. This is also the home of the research center that aided in ending the Second World War and the Cold War. Back in the 1940s, the Hanford location was selected, due



Ice Harbor, Charbonneau Park, Washington

to the mighty Columbia River providing cooling water, to build the first nuclear power plant. The reason I mention this is because these Atoms are what attracted the majority of the active fleet to the area. One time not long ago, I heard this area was considered the third most intelligent area in the country, due to the amount of nuke technology established here. With the Pacific Northwest National Laboratory (PNNL) and many of the nation's largest engineering companies here (Bechtel, URS, CH2M HILL, to name a few), you can bet the fleet has its share of geeks, nuclear engineers, scientists, and PhDs.

Our local racing schedule consists of three series--spring, summer, and fall--as well as hosting the Desert Regatta in June. You're asking yourself, "Did he say 'desert'?" Yes, in the middle of the "Evergreen State," we live in the desert. It rains about 5" a year and it's not unusual to see tumbleweeds the size of wine barrels. Speaking of wine, the Columbia Basin produces some of the best wines in the country.

My favorite part of living in the PNW is road trips! The fleet travels to many regattas during the short sailing season. The first regatta is in Clarkston, on the Idaho/Washington border just downstream from Hells Canyon. This is about 2½ hours from home. This early April event brings out the diehard sailors, as the conditions can be brutal. It can be sunny and calm one minute and snowing and blowing the next. The only time I've capsized my boat was at this regatta. The water on this part of the Snake River is in the low 50s. Brrr!

The first weekend of June is the next stop, at Vancouver Lake. Vancouver Lake is located across the Columbia River from Portland, Oregon, 3½ hours from home. These guys put on a great regatta with the small lake they have. The fleet consists of A-Cats, Lightnings, Fireballs, Lasers, Scots, and Thistles. The Saturday-night dinner is first class and the stories at the bonfire get better as the night wears on, until everybody settles back to their tents on the club grounds.

A new trip this year will take us to Sandpoint, Idaho, in July. Sandpoint is



Vancouver Lake, Washington



Fort Worden, Port Townsend, Washington

about 4 hours away and sits on Lake Pend Oreille (pronounced "Pond-o-ray"). The famous Spud Cup regatta is held there during Labor Day weekend. I've raced there many times in the past on other boats, and I am looking forward to having seven Scots on the line this summer.

August finds the fleet heading back to

Fort Worden, located in Port Townsend, Washington, near the tip of the Olympic Peninsula. Port Townsend is about 6½ hours from home. Participation in the Port Townsend regatta means racing at the entrance to the Puget Sound, salt water, open ocean, currents, huge tides,

Continued On Next Page



Lake Chelan Skippers' Meeting



Lake Chelan, Washington

snowcapped mountains, and good times. This regatta has been running since the 60s; I don't know the whole history, but it was started by the Scots and only attended by the Flying Scots. Fort Worden is where An Officer and a Gentleman was filmed. In the past, we rented a couple of the Captain's Quarters for the fleet to stay in. These were stately houses lined along a tranquil park and former parade grounds with an ocean view. Well, as all things happen, more and more people were competing for the facilities, and price increases and more restrictions (no pets!) drove us away. But we're back, now packing our tents. The fort has a great waterfront campsite and one up in the hills. One of the perks of winning

this regatta is that the winner receives a nice bottle of scotch. The previous year's winner provides this trophy. I also have to mention Doug and Amy Farnham; they are one of two couples actively racing Scots in the Seattle area. Doug has put this regatta together for the past several years, towing his Scot from Seattle (6 hours), behind his big cruising (committee) boat. He and Amy manage to set all the marks and the starting line, and, once that is done, he hops into his Scot to race, while Amy takes over the race committee duties. Without them, the tradition would have ended a long time ago. This year we have a Thistle sailor, Wayne Balsiger, who has volunteered to run the program. Thanks, Wayne!

Rounding out August brings us to Yale Lake in Cougar, Washington. Yale Lake is southwest of Mount St. Helens, about 3½ hours from home and 40 minutes from Portland. This regatta is run by the Willamette Yacht Club of Portland. The classes here are the Lasers, Thistles, Scots, Tasers, and mixed cats. These guys really have a good thing going here. The lake sits among the mountains and is long and somewhat narrow, which directs the winds right down the lake. This makes for consistent good breeze and, therefore, lots of races. This place is tucked up under Mount St. Helens in the deep forest, which creates a rain forest canopy effect. It should be noted that we have never been rained on at the regatta. The organizers of this event also have a festive feast on Saturday evening, which is attended by all regatta participants, since most camp in the reserved tent camping area.

In September, the club travels to Chelan, Washington. Lake Chelan is 2½ hours from home. Chelan is located in the middle of the state and is absolutely beautiful, with mountains jutting up from the depths of the dammed Columbia River. This regatta is run concurrently with the local antique car show that closes the one-main-street town. After racing, participants can take a short walk to town, dine at one of the many quaint restaurants, or get the local flavor at one of the wine bars. At Rusty's Nut Farm, the race organizers host their famous pizza party and unplugged concert at the RC chair's hillside house. As lake sailing goes, this regatta does not disappoint anyone.

The last regatta the club will participate in this year will be back at Clarkston, Washington, during the last weekend in September. Traveling to sail in the same away race location twice in the same year will be a first for the Scots, but the regattas in Clarkston are so much fun that we figured we'd go back for more. ▲



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

Gus Sails 972.998.5313

Still the Fastest Still the Most Affordable

2012 LIPTON CUP - 1ST PLACE AS USUAL!

2012 NAC - PARTIAL INVENTORY ON 1ST & 2ND PLACE BOATS

2012 NAC - 1ST PLACE IN 3 OF THE 5 RACES

Gus Sails was glad to be on board!

1830 Interstate 30 • Rockwall, TX 75087 • Phone: 972-998-5313 • Website: gussails.net

Columbia Basin Sailing Club, Flying Scot Fleet 186—A Typical Race Day

Richard Obst, FS 2127; Pacific District Governor



Sailing out to the start.

Sailing in Washington State at Charbonneau Park's Ice Harbor Marina on days when the wind is from the west is pretty much straightforward, except when sailing very close to elevated shore areas. Sailing on days when the wind has backed more to the south presents some unexpected tactical choices to the new or visiting sailor. The following describes a typical sailing day at Charbonneau and what a racing skipper and crew will encounter when winds swing from west to west-southwest.

Charbonneau Park is located just upstream and east of the Ice Harbor Lock and Dam on the Snake River. The current on the Snake River is slow moving and hardly ever noticed by the crews sailing their fast-moving Flying Scots. The slow current is one of the main reasons the club sails on the Snake River instead of the Columbia River.

The dam, which is operated by the U.S. Army Corps of Engineers, has a 590-foot, 10-gate spillway that empties into the Columbia River 10 miles downstream; the 600-megawatt dam height is

100 feet above its downstream waters. The Ice Harbor Dam and the Lower Monumental Dam (32 miles upstream) together establish the Lake Sacajawea Reservoir, 443 feet above sea level. Lake Sacajawea is where Charbonneau Park and Ice Harbor Marina are located, and it is the heart of the Washington desert, a 3½-hour drive east from Seattle and their very different climate. This desert community is located between the Northern Cascade Mountains to the west and the Rocky Mountains on the east, which is the main reason it is dry here; most of

Race start, Charbonneau Park, Washington State



the moisture is lost through precipitation in the mountains before the winds from either direction reach this area. Worth noting is that the highest temperature ever measured in Washington State was recorded at Ice Harbor Dam on August 5, 1961, the year the dam was completed. The temperature was 118° F (47.8° C). It does get hot here in the middle of the summer, and we are thankful we sail in cold water, the product of snowmelt from the U.S. North and the mountains in Canada. This is the sailing home of the Columbia Basin Sailing Club (CBSC-

-Web site: www.cbsc.info).

For me, the race day starts at 7:45 A.M. when I leave my home in the city of Richland. The weather forecast has already been checked and current outside conditions are observed during the drive. Twenty-five minutes later, the drive passes through the expanding orchards and vineyards and down to the river basin to Charbonneau Park and to the Ice Harbor Marina parking lot. Mornings at Charbonneau Park are usually calm, a result of the typically cool desert nights. There might be a

slight breeze from the northeast this early in the day. The northerly usually goes flat before the direction changes and the wind settles in from the west. The race committee will have arrived 1 to 1½ hours earlier to set the marks. The course is bounded upstream & east by Mark 4, set just off the camping area, and downstream & west by Mark 1 or 2 set near the Ice Harbor Dam. Sailors can look out from the launch ramp and see weather conditions on the east-west, two-mile course. Without much delay, sailors retrieve their dry-sailed Flying

Scots from the marina storage area and begin rigging their boats on trailers in the marina parking lot. Other sailors arrive from home with boats in tow. A

few jokes and laughs are exchanged by crews while they set up or assist others with the stepping of masts. Now on shore, the race committee provides

the report on exact mark placement, the race sequence is reviewed, and the club marine radios are distributed for safety communication. 🚢

Drifter conditions, Charbonneau Park, Washington State



Start-finish line, Charbonneau Park, Washington State



Lake Chelan Regatta, Washington State

A Scot—Stronger than Sandy

Bruce Cattanach, FS 5716, Monmouth Boat Club

Hurricane Sandy took its toll on our sailing club in North Jersey, the Monmouth Boat Club. Six feet of water charged through the first floor of our 100-year-old clubhouse and then swept up our boat storage over 100 feet to the street and the fence. Showing no mercy, Sandy took three club Flying Scots, tied to their trailers with masts lashed to the

boats, and floated the rigs down to what used to be water's edge, then into the Navesink River.

From that point, the boats traveled through the dock pilings and over a half mile across to the North Shore, where they ended up on land. Our members found the boats, towed them--keeping the trailers attached--back across the river to the club, where the Scots were put back on club property using a human-

driven chain hoist, as we had no power. Throughout the event, no transom plugs were in place. And the trailers stayed attached for the entire trip!

Storm damage required some minor fiberglass work on a couple of Scots, regreasing of trailer wheel bearings, and replacing a sheave for the top of one mast, along with some incidentals.

Sandy was a heck of a storm--but no match for the tough Flying Scot! 🚢



Monmouth Boat Club Flying Scot being retrieved after Sandy. Note trailer tiedown still in place. The far shore was the Scot's landing point.

FSSA.COM GETS A NEW LOOK!

Visit the newly-redesigned fssa.com and enjoy the improvements we have been working hard to bring to your favorite web destination!





2013 Midwinters at Sarasota, Florida

Diane Kampf, FS 5857; FSSA President

At the entrance to the club: we knew we were welcome from the moment we arrived!

A wonderful Midwinter Championship regatta was hosted by John and Susan Domagala and crew at the Sarasota Sailing Squadron, Sarasota, Florida, from March 11 through March 15, 2013. We had a terrific turnout of 58 teams from several states registered for the event (split 38 Championship and 20 Challenger), and sailors eager to get on the water were arriving with their boats

several days before the event. Greg and I drove down in a couple of days from Massachusetts, stopping along the way only to eat and sleep—no shopping allowed; there was important sailing business to get to.

Although Greg and I arrived on Sunday afternoon after registration officially had closed, we were greeted at the gate by an enthusiastic welcoming committee offering beverages for road-weary travelers. The club is a perfect venue for this

event, and we got a great dry-sailing spot inside the gate, very close to the ramp, so we were happy campers. We ran into so many Flying Scot friends and were really happy to be at Sarasota again. As mentioned in a previous President's Letter, we were lucky to have six past presidents of the Flying Scot Sailing Association at this regatta: Jack Stewart and Bernie Knight paid us a visit early in the week; Bill Ross was on the race committee; and Dave Jacobsen, Glenn Shaffer, and Larry

Taggart were participating in the races.

Monday was a day for administrative duties; while Greg got the boat ready at the club, I led the Executive Committee and Board of Governors meetings. We were finished in pretty short order, so I was soon back at the club. We spent

time socializing, while some boats went out for practice on the bay. The welcome party had great food provided by SSS members, and no one went away hungry. We heard from John Domagala, the race committee, and members of the club about what to expect for the week. And

we brought up Fred Strammer to talk about his and Zach's ongoing campaign toward the next Olympics. How lucky we are to have him and his father in our Flying Scot family!

On Tuesday, the weather was horrible early in the day—in the 40s, raining, and foggy—just not fair when you are in Florida, even in March! At first the race committee, led by PRO Judy Hanlon, postponed for a while. Then, after the worst of the weather subsided, we dressed for winter, rigged our boats, and headed out. Racing started with one general recall; that was enough to get the racers in line, so subsequently the only horns and flags we saw were the starting signals. It was quite chilly and still a little foggy, but it was great to get out on the water. We all stayed upright, but one collision unfortunately caused a dismasting for Bob Vance; he and his crew were not able to participate after that. Despite that, it was, overall, a great day on the water, after the bad weather earlier in the day. We witnessed a super job of race management.

My camera unfortunately had stopped working, so we needed to find a place to buy a new one. Later we met up with a group of fellow sailors having dinner at a Phillippi Creek restaurant. I recommend it if you are ever in Sarasota and want a nice variety of delicious seafood. Everyone from our crowd went away happy.

On Wednesday, Brian Hayes from North Sails started the day with a great video review of Day 1 racing. There was standing room only in the clubhouse for the review! We really appreciate Brian taking the time to produce and present the video. It was a little warmer and sunnier than on Tuesday, but the wind was wilder than Greg and I felt we could handle—19 to 20 knots (way above my pay grade)—and we came back in, along with a few other boats. We found that several teams had not gone out at all, due to the heavy wind. There were wild times out on the bay, but, after a postponement and an abandonment, the race committee managed to hold one race. Those who stayed out were rewarded with a bit less wind—14 to 17 knots for most of the race.

Day 1—Once the really bad weather subsided, we rigged our boats and went out to race.



Day 2--Wild time on the bay, but one race was held despite the heavy wind.



The boats were all sailing close together, and competition was fierce and fun to watch. The last downwind leg had more wind, but everyone finished upright for the whole race. However, there was one capsized after the race.

On Thursday, the race committee postponed and kept an eye on the bay for several hours. With the wind averaging over 20 most of the morning and early afternoon, the fleet did not go out. There was a small window when the wind was supposed to subside, so we went out about 14:00 and tried to get in at least one race. The race committee did all they could, but the wind increased and the RC boat's anchor was dragging. After one abandoned race, the wind just built too much and we went in. It was a beautiful sunny day on the water, so we still enjoyed the sailing. And we got to see the local manatee swimming around the sandbar in the bay. How cool is that?

Friday brought us an incredible day, with lighter air and lots of sunshine. There was enough wind to get in two good races, but—even though the race committee and the competitors waited

Florida District Governor Mark Taylor (below) was awarded the Allen M. Douglas Memorial Trophy for sportsmanship.



patiently—there was just not enough steady wind to run a third race.

As is customary, the participants at the Midwinters submit nominations for the prestigious Allen M. Douglas Memorial Trophy, named for a long-standing member of the Flying Scot class. This award is given for sportsmanship demonstrated at the regatta. This year's winner received a majority of the votes for all the help he gave to other sailors at the event, and he is truly deserving of the award. Congratulations

to Florida District Governor Mark Taylor, the 2013 recipient.

Congratulations to Championship Division winners Paul Abdullah and crew Alex Krumdieck and Challenger Division winners Henry Bernstein and crew Duncan Bray and Bill McCoy. Full results are on the fssa.com Web site under regatta results. Thanks to Sarasota Sailing Squadron for hosting and to regatta chair John Domagala and PRO Judy Hanlon for a wonderful week! Super regatta! Can't wait to go again. 🚢

So You Want to Race a Club-owned Flying Scot?

Larry Taggart, FSSA Past President

The Flying Scot Sailing Association (FSSA) has established rules pertaining to racing club-owned Flying Scots in FSSA **sanctioned events**. Over the years there has been some confusion about what is required to race a club-owned Flying Scot in such events. Hopefully the following will help to clarify things.

First of all, a club, fleet, or sailing association owning Flying Scots must apply (or must have applied) to the FSSA Executive Committee for approved designation as a club/fleet or association owning one or more Flying Scots. If approved, a letter (or letters) designation will be assigned to the club or association. The assigned designation must also appear on the mainsails (see ARTICLE S-IV-1a) of club-owned boats as shown on the Official Plan. The currently approved designations are:

“GYA” for Gulf Yachting Association

“D” for Detroit River Yachting Association

“GSB” for Great South Bay Yacht Racing Association

“EYC” for Ephraim Yacht Club

“SMSA” for Southern Mass Sailing Association

“CPYC” for Cedar Point Yacht Club.

The club/fleet owning the Flying Scot(s) must also have paid the annual registration fee to the FSSA for the boat(s) being sailed in the sanctioned event. This fee is currently \$25.00 per boat. (PLEASE NOTE THAT ALL CLUB/FLEET-OWNED FLYING SCOTS MUST BE REGISTERED WITH THE FSSA,

WHETHER OR NOT THEY ARE RACED IN SANCTIONED EVENTS.)

The helmsman who wishes to sail a duly registered club-owned Flying Scot in a sanctioned event must be an FSSA **Club Member** (membership dues are currently the same as Active membership) and be current in dues by the specified deadline. A **Club Member** is an individual belonging to a Club/Association which owns registered Flying Scots® that have been assigned a “*designation*.” A Junior whose parent is a Club Member may sail a Club boat without paying for a second Club membership (see ARTICLE IX-7).

So the boat must be *registered* (currently \$25 per boat) **AND** the helmsman must be a *Club Member* of the FSSA.

If you participate in the North American Championship (NAC) with a club-owned Scot, you can expect the boat and all of its sails to be completely measured. Some measurements may also be scrutinized at other sanctioned events. Any measurement not conforming to the Class Rules must be brought into conformity prior to the first Warning Signal of the first race; otherwise it will be subject to protest. Any and all boats may be ordered re-measured by the Judges. The reason for this complete measurement is that, unlike privately owned Flying Scots, club-owned boats are regularly used by multiple persons. As such, the user of a club-owned Scot in a sanctioned event cannot readily certify what has been done to the boat, since it was acquired by the club owning the boat or may have been modified by others.

Questions occasionally arise about the sails used on club-owned boats in sanctioned events. First of all, as noted

above, they must carry the FSSA designation **AND** the number assigned to the boat by the owning club or association—for example, **GYA 21**. Club boats must also meet the FSSA requirement of adding only one suit of sails to a hull—unless it is new—in a calendar year. If the helmsman using the boat in a sanctioned event wishes to purchase his own sails for use on a boat, it shall be considered to be that one suit for the year, unless the club or another individual has already purchased that one suit for that boat. In that case, the user **MAY NOT** use his own sails.

Club, Junior, or Family Members who have been members of the FSSA for at least two years may charter or privately borrow a Flying Scot and sail in sanctioned events which are national in character. For District events, the District Governor shall approve all charters. (See ARTICLE B-VIII-9.)

Hope this information helps! 🚢

Visit www.fssa.com



Don't Get Even in 2012. GET MAD

2011 Atlantic Coast Championship, Déja Vu Again (Leesburg, Virginia, 37 boats) – MAD 1, 2, 3 !!!

More 2011 MAD Results:

North American Challengers Div – 1st
North American Championship Div – 4th
North American Womens Div – 1st
North American Junior Div – 1st
Midwinter Champ Div – 2nd
Great 48 - Lake Norman – 1st
Capital District – 1st
Midwest Districts – 1st, 2nd, 3rd, 4th, 5th
New England Districts – 1st
Ohio Districts – 2nd, 3rd
Buckeye Regatta – 1st, 2nd, 3rd, 4th, 5th
Ephraim Regatta – 1st, 2nd, 3rd, 4th, 5th
Deep Creek Sandy Douglas – 2nd
Egyptian Cup - Whale – 1st, 2nd, 3rd, 4th, 5th
Fishing Bay Annual – 1st



MADSAILS.COM | RYAN@MADSAILS.COM | 608-225-4287

2528 TODD DRIVE, MADISON, WI 53713

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

Approved FSSA Venues for Sanctioned Regattas

Last Updated 5/29/2013

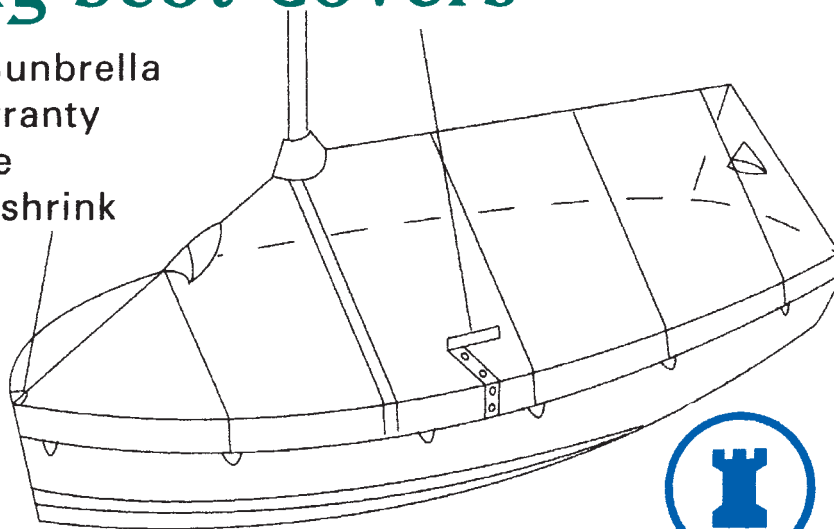
Location	Regatta	Year	Sailing Club	Desired Region	Actual Region	Date	Contact Person	E-Mail
Sarasota, FL	MW	2013	Sarasota Sailing Squadron	Southeast	Southeast	March 11-15	Ron Pletsch	regattafam@aol.com
Deep Creek, MD	WH	2013	Deep Creek YC	Northeast	Northeast	June 29-30	Bob Vance	robert.vance4@gmail.com
Mooreville, NC	NAC	2013	Lake Norman YC	North Central	Southeast	July 13-19	Carol Claypool	carolclaypool@msn.com
Toms River, NJ	ACC	2013	Tom's River Yacht Club	Mid-Atlantic	Mid-Atlantic	Sept 14-15	Glenn Shaffer	gshaffer@ieshaffer.com
New Orleans, FL	MW	2014	Southern YC	SW/Midwest	SW/Midwest	March 16-21	Larry Taggart	taggline@usa.net
Sayville, NY	WH	2014	Sayville YC	Northeast	Northeast	August 23-24	Ted Cremer	tcremer@optonline.net
Toms River, NJ	NAC	2014	Tom's River Yacht Club	Southeast	Mid-Atlantic	July 19-July 25	Patrick Connell	pat.f.connell@gmail.com
	ACC	2014	Location TBD	Mid-Atlantic	Mid-Atlantic			
Sarasota, FL	MW	2015	Sarasota Sailing Squadron	Southeast	Southeast		Ron Pletsch	regattafam@aol.com
Davis Island, FL	WH	2015	Davis Island	Southeast	Southeast	October 24-25	Judy Hanlon	hanlon.sailor@gmail.com
Bay St. Louis, MS	NAC	2015	Bay Waveland Yacht Club	Northeast	SW/Midwest	June 20-26	Claude Danneman	chdannemann@gmail.com
	ACC	2015	Location TBD	Mid-Atlantic	Mid-Atlantic			
New Orleans, LA	MW	2016	Your Yacht Club Here	SW/Midwest				
	WH	2016	Your Yacht Club Here	Northeast				
	NAC	2016	Your Yacht Club Here	SW/Midwest				
	ACC	2016	Your Yacht Club Here	Mid-Atlantic				
Sarasota, FL	MW	2017	Your Yacht Club Here	Southeast			Ron Pletsch	regattafam@aol.com
	WH	2017	Your Yacht Club Here	North Central				
	NAC	2017	Your Yacht Club Here	Northeast				
	ACC	2017	Your Yacht Club Here	Mid-Atlantic				

Acrylic Flying Scot Covers

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

Features

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



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	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591

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



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

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.

The Sailors' Tailor, Inc.

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



Comprehensive Website www.sailorstailor.com

NEW MEMBERS

District: Capitol

Boat # / Fleet #0

Tracy Bemiller
25 E Street
Oakland, MD 21550

Boat #3162 / Fleet #81

J. Scott Ulrich
2169 West Ridge Drive
Lancaster, PA 17603

Boat #1706 / Fleet #155

Dayton Shepard
14301 Camack Trail
Midlothian, VA 23114

District: Carolinas

Boat #5480 / Fleet #48

Colin Graidage
16200 Weatherly Way
Huntersville, NC 28078

Boat #193 / Fleet #134

Cameron Henderson
PO Box 23271
Hilton Head, SC 29925

Boat # / Fleet #158

Ben Connor
204 Talon Way
Blythwood, SC 29016

Boat #5092 / Fleet

Tim Alderson
105 Buffalo Trail
Asheville, NC 28805

District: Florida

Boat #5675 / Fleet #90

Jose Hernandez
10464 SW 124 Court
Miami, FL 33186

Boat #2456 / Fleet #168

Kurt Kramer
2909 W. Trilby Ave.
Tampa, FL 33611

District: Greater New York

Boat #5560 / Fleet #0

Tony Galella
252 Twin Oaks Terrace
Westfield, NJ 07090

Boat # / Fleet #0

John Purinton
80 Audrey Zapp Drive
Jersey City, NJ 07305

District: Gulf

Boat #3239 / Fleet #0

Barry Hambrick
2199 Narrowway Church Cr.
Dallas, GA 30132

Boat #A679 / Fleet #0

Michael Ross
350 Thompson Farm Lane
Acworth, GA 30102

Boat #0516 / Fleet #45

Robert Wise
120 North Congress St.,
Suite 902
Jackson, MS 39201

Boat #D369 / Fleet #98

Eugene Schmitt
635 Lafitte Street, Apt 2
Mandeville, LA 70448

District: Midwest

Boat #C5073 / Fleet #0

John R. Spargo
5960 Shiloh Lane
Cedar Rapids, IA 52411

Boat #0449 / Fleet #3

James Kauffman
2326 Forestview Road
Evanston, IL 60201

District: New England

Boat #A6349 / Fleet #11

Earl Kishida
34 Marmion Way
Rockport, MA 01966

Boat #0314 / Fleet #11

Uwe Uhmeyer
16 Lowe Hill Road
Essex, MA 01929

Boat #3987 / Fleet #76

Wallace Lueders
16 Lake Avenue
Sharon, MA 02067

Boat #0587 / Fleet #76

Mark Stoughton
6 Erin Lane
Norton, MA 02766

Boat #2602 / Fleet

Pat Tourney
796 Ocean Blvd
Rye, NH 03870

District: New York Lakes

Boat #2952 / Fleet #161

Misha Gutin
6 Sunrise Terrace
Wynantskill, NY 12198

Boat #3465 / Fleet #161

Gary Mittleman
33 Old Niskayuna Road
Loudonville, NY 12211

District: Ohio

Boat #2717 / Fleet #6

Charles Templeton
5500 Fernwood Court
Frederick, MD 21702

Boat #5238 / Fleet #165

Paul Marteney
107 Brentwood Heights
Parkersburg, WV 26104

District: Prairie

Boat #5565 / Fleet #0

John H. Ebel
256 Chatham Road
Harwich, MA 02645

Boat #2387 / Fleet #0

Glede Holman
PO Box 1782
Atresia, NM 88211-1782

Boat # / Fleet #0

Mark Nash-Ford
5205 South Andes Ct.
Centennial, CO 80015

District: Southwest

Boat #0565 / Fleet #67

Raylon Howell
2841 Berry Trace
Schertz, TX 78154

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM AUGUST 2013 – MARCH 2014)

108th Annual Ephraim Regatta

08/02/13 - 08/04/13

Ephraim Yacht Club
Ephraim Wisconsin
jaylott01@gmail.com

2013 New England Districts

8/3/13

Stone Horse Yacht Club
Harwichport Massachusetts

27th Annual Saratoga Lake

Invitational Regatta

08/09/13 - 08/11/13

Saratoga Lake Sailing Club
dianekampf@charter.net

Fishing Bay Yacht Club 74th Annual

One Design Regatta

08/10/13 - 08/11/13

johncbeery@yahoo.com

2013 Pacific District Championship

08/10/13 - 08/11/13

robst.wa@charter.net

Mary Doolittle, Queen of Scots

Memorial Regatta

08/17/13 - 08/18/13

Gull Lake Yacht Club
Richland Michigan
tanlechta@aol.com

2013 Greater New York

District Regatta - 8/24/13

Westhampton Yacht Squadron
Remsenburg New York
fs2601@AOL.COM

Egyptian Cup Regatta

08/31/13 - 09/01/13

Carlyle Lake
courtney@jee.com

Massapoag Yacht Club

64th Annual Regatta

09/07/13 - 09/08/13

Massapoag Yacht Club
Sharon Massachusetts
dianekampf@charter.net

Scots on the Rocks - Lake Murray Sailing Club

09/07/13 - 09/08/13

Lake Murray Sailing Club
Chapin South Carolina
jkrue@mindspring.com

1st Annual Scot-a-Hoochee Regatta, Lake Lanier, Georgia

09/14/13 - 09/15/13

Lake Lanier Sailing Club
Flowery Branch Georgia
scott3438@charter.net

2013 Atlantic Coast Championship

09/14/13 - 09/15/13

Toms River Yacht Club, New Jersey
fs2601@AOL.COM

2013 Michigan Hot Scot Regatta

09/21/13 - 09/22/13

Portage Yacht Club, Pinckney MI
hawkins.brian@sbcglobal.net

2013 Fleet 80 Sail for the Grail

09/21/13 - 09/22/13

Moraine State Park
prowan@r2jtech.com

Seventh Annual Glow in the Dark Regatta

09/27/13 - 09/29/13

Clinton Lake Sailing Association
debaronson@nasw.org

continued on page 23



1ST PLACE FLORIDA DISTRICTS AT
CHARLOTTE HARBOR
1ST PLACE LABOR DAY - EUSTIS
SAILING CLUB
1ST PLACE GREAT SCOT REGATTA -
BIRMINGHAM SAILING CLUB
1ST, 2ND, 3RD(*), 5TH FLORIDA
DISTRICTS AT EUSTIS
1ST(*) PLACE MIDWINTER WARM-UPS
2ND(*), 3RD PLACE MIDWINTERS
*SPINNAKER ONLY

490 South L Street
Pensacola, Florida 32502
850-438-9354 fax 850-438-8711
hunter@schurrsails.com



PHOTO COURTESY OF PHOTOBOT.COM

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.

For the Flying Scot cruiser looking for quality, durability, reliability, and service, Schurr Sails uses top quality cloth and combines it with proven construction techniques.

For the Flying Scot racer Schurr Sails takes you to the next level with top of the line one-design cloth incorporating 50 plus years of experience in design, fabrication and service giving you the fastest Flying Scot sails on the water. And they are still Made In America.

Check out our one design web site at schurrsails.com or call Hunter Riddle at 850-438-9354.

MADE IN AMERICA

CRSA

CORAL REEF SAILING APPAREL

888.224.0641



WWW.CORALREEFSAILING.NET



ONLINE CATALOG AND NEW LOWER PRICES

CUSTOM ARTWORK DESIGN

CUSTOM TEAM LOGO APPAREL

ON SITE INVENTORY FOR YOUR EVENT

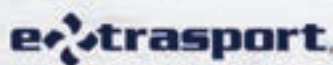
PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA

SELL YOUR EVENT PRODUCTS IN ADVANCE

WE STAFF YOUR EVENT

NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND FLYING SCOT 50TH ANNIVERSARY APPAREL



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 is \$50.00 for members per insertion, pre-paid and \$60.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

2567 Custon Flex 1974 **\$1,980.00** Rick Lyons Pinckney, MI rl@chartermi.net

2570 Custon Flex 1974, **\$4,000.00**, Scott Jarden, Stone Harbor, NJ, scott@bulleonline.com

3023 Douglass 1977 **\$3,000.00** Cruthin Albuquerque, NM colindykes@yahoo.com

3033 Douglass 1977 **\$2,500.00** Charles Von Hagel Rehoboth, DE 410-838-9261

3397 Custon Flex 1979 **\$4,000.00** Victor Columbus, OH 614-746-4515 Ljochem@columbus.rr.com

3412 Douglass 1979 **\$4,500.00** Paul Roe Sturgis, MI 269-651-9478 proe@johnsonhardware.com

3465 Douglass 1980 **\$4,250.00** Jack Murphy Southern, NH 603-924-7482

4393 Douglass 1987 **\$3,000.00** Richard Johnson Hampton Bay, NY 646-703-1256 johnson@thedaily.com

4711 Douglass 1990 **\$6,800.00** Abbie Fassancht McHenry, IL 815-355-1699 agfjhf@comcast.net

4849 Flying Scot, Inc. 1992 **\$7,500.00** Mike Mossberg Island Park, (South Shore L.I.) 516-851-3632 mikeyp41@optonline.net

4903 Flying Scot, Inc. 1993 **\$8,000.00** Charlie Arnold Austin, TX arnoldhc@gmail.com

4969 Flying Scot, Inc. 1994 \$10-12000 Paul-Jon Patin Blue point LI, NY 917-749-4284 pj@starboardpassage.com

5047 Flying Scot, Inc. 1995 call Stone Harbor chramsey124@comcast.net

5077 Flying Scot, Inc. 1996 **\$9,000.00** Thomas Fonseca Rockville, MD 240-876-7082 FlyingScot5077@gmail.com

5245 Flying Scot, Inc. 1999 **\$5,500.00** Marc Berzansky Lafayette, CA

5336 Flying Scot, Inc. 2000 **\$7,500.00** Nelson Stefany Stuart, FL nestefany@aol.com

5389 Flying Scot, Inc. 2001 **\$11,000.00** Jonathan Drew Underhill Center, VT djhedi@gmail.com

5415 Flying Scot, Inc. 2001 **\$11,000.00** Dan Via Williamsburg, VA viasudan@aol.com

5545 Flying Scot, Inc. 2003 **\$12,000.00** Sam Secrest Liberty, SC 864-868-2908 landeres@earthlink.net

5560 Flying Scot, Inc. 2003 **\$12,000.00** Andrew Swanson Brick, NJ 973-479-2111 ajswansonmsdw@yahoo.com

5565 Flying Scot, Inc., 2003, **\$12,000.00**, Joe Van Denburg, Long Island, NY, 631-875-8888, jkv203@aol.com

5565 Flying Scot, Inc. 2003 **\$12,000.00** Joe Van Denburg Long Island, NY 631-875-8888 jkv203@aol.com

5702 Flying Scot, Inc. 2006 **\$12,800.00** Tom Crawford Oceanport, NJ 732-222-6585 thomas.w.crawford@gmail.com

5774 Flying Scot, Inc., 2007, **\$14,500.00**, Ray Carpenter, Cody, WY, 307-527-4989, rayc074@earthlink.net

5785 Flying Scot, Inc., 2007, **\$17,000.00**, Kerri Alford, Oklahoma City, OK, 405-596-2526, Kerrialford@yahoo.com

5796 Flying Scot, Inc., 2008, **\$16,000.00**, Jim Denneen, Duxbury, MA, 781-934-6417, jfxdinneen@yahoo.com

5808 Flying Scot, Inc., 2007, **\$14,880.00**, Bob Walrath, Chapin, SC, 803-932-0706, rwalrath1@sc.rr.com

5823 Flying Scot, Inc., 2008, **\$16,000.00**, Carmine Frumiento, Auburn, ME, 207-753-0374, maplehill123@yahoo.com

5851 Flying Scot, Inc. 2009 **\$12,500.00** Tim Cole Pittsfield, MA 347-425-0212 tacole@optonline.net

5911 Flying Scot, Inc. 2010 **\$16,900.00** Keith Taylor Garrett County, MD 301-876-4585 keithgtaylor@atlanticbb.net

5937 Flying Scot, Inc. 2011 **\$16,750.00** Don Hoeffe Dealership Showroom 609-351-0825 sales@winterssailing.com

5939 Flying Scot, Inc. 2011 **\$18,500.00** John Corson Hanover, NH 603-643-5641 john.a.corson@dartmouth.edu

5951 Flying Scot, Inc. 2011 call Chris Nussbaum Tampa, FL 813-508-1640 nussworld@yahoo.com

5975 Flying Scot, Inc. 2011 **\$1,900.00** Jonathan Keffer Moyock, NC 252-548-0955 JonathanKeffer@hotmail.com

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

Sails North Main & Snug Jib 2010 \$700.00 Bob McElwain 239-404-7407 robertmcelwain@comcast.net

Sails North Snug Jib & Main 2008 \$900.00 Andy Fox 860-946-9957 fs3063@yahoo.com

Continued From Page 21 **STARTING LINE**

STARTING LINE Calendar Of Monthly Events (FROM NOVEMBER 2012 – MARCH 2014)

Wadewitz Regatta
Fairhope Yacht Club, Alabama
09/28/13 - 09/29/13
taggline@usa.net

Grand Annual Regatta
Cave Run Lake, KY
10/04/13 - 10/06/13
Cave Run Lake - Boat Gunnel
Group Use Area
Morehead Kentucky
Davidd2047@aol.com

2013 Punzi Memorial Regatta
10/5/13
Candlewood Yacht Club
New Fairfield Connecticut
fs2601@AOL.COM

Hospitality Regatta
Jackson Yacht Club, Mississippi
10/26/13 - 10/27/13
taggline@usa.net

Wurstfest
Canyon Lake, Texas
11/01/13 - 11/03/13
powers_christopher@hotmail.com

Cajun Country Championship
11/23/13 - 11/24/13
Lake Arthur Yacht Club, Louisiana
taggline@usa.net

Sugar Bowl Regatta
New Orleans Yacht Club
12/14/13 - 12/15/13
taggline@usa.net

2014 FSSA
Mid-Winter Championship
03/16/14 - 03/21/14
Southern Yacht Club
New Orleans Louisiana

Visit www.fssa.com
to see new updates
to your favorite
web destination!

Flying Scot® Sailing Association
One Windsor Cove, Suite 305
Columbia, SC 29223

Address Service Requested

Periodical
Postage
PAID
Columbia, SC
29201

District Governors

CAPITOL DISTRICT

David Neff
1032 Old Turkey Point Road
Edgewater, MD 21037
(410) 798-4146
david@selbybay.com

CAROLINAS DISTRICT

Dave "Sailordave" Batchelor
422 Marjorie Dr.
Cary, NC 27511
(919) 467-3512
(919) 414-6809 (cell)

DIXIE LAKES DISTRICT

Sandy Eustis
107 Shipmaster Drive
Salem, SC 29676
(513) 325-8850
seustis@charter.net

FLORIDA DISTRICT

Mark Taylor
3618 S Thacher Avenue
Tampa, FL 33629
(813) 415-3404
stewdraw1@yahoo.com

GREATER NY DISTRICT

Melanie Dunham
700 Route 22, Trinity-Pawling School
Pawling, NY 12564
(845) 855-0619
FS2601@aol.com

GULF DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

Bill Pfund
5937 Baywood Drive
Portage, MI 49024
(269) 327-8665
pfund5@charter.net

MIDWEST DISTRICT

Ben Williams
409 W. California Ave.
Urbana, IL 61801
(217) 344-8508
bdwillms@life.illinois.edu

NEW ENGLAND DISTRICT

Skip Montello
1 Back Beach Way
Rockport, MA 01966
(781) 386-1361
skip.northcoastangler@yahoo.com

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
psaidma1@nycap.rr.com

OHIO DISTRICT

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

PACIFIC DISTRICT

Richard Obst
463 Columbia Point Drive
Richland, WA 99352
(509) 308-5917
robstwa@charter.net

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
(913) 362-5181
slaughterj@medjames.com

SOUTHWEST DISTRICT

Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4884
gretamittman@yahoo.com



Join Today!

Your Passport to Great Sailing...

An FSSA Membership

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com

FSSA HEADQUARTERS:
One Windsor Cove, Suite 305 • Columbia, SC 29223