

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 57 | NUMBER 6 | 2013



# 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](mailto:allan@od.northsails.com)

Brian Hayes (203) 877-7627  
[brian@od.northsails.com](mailto:brian@od.northsails.com)

**onedesign.com**

\*partial North inventory

**Flying Scot® Sailing Association**

VOLUME 57 | NUMBER 6 | 2013

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

Email: [info@fssa.com](mailto:info@fssa.com)

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

**PRESIDENT**

Frank Gerry\*  
37 Briargate Circle  
Sugar Grove, IL 60554  
630-466-1161 • [f.gerry@mchsi.com](mailto:f.gerry@mchsi.com)

**FIRST VICE-PRESIDENT**

John Domagala\*  
6119 9th Avenue Circle NE  
Bradenton, FL 34212  
941-748-3577 • [limerun@gmail.com](mailto:limerun@gmail.com)

**SECOND VICE-PRESIDENT**

Bill Vogler\*  
9535 US Highway 51 North  
Cobden, IL 62920  
618-977-8590 • [wvogler@siu.edu](mailto:wvogler@siu.edu)

**SECRETARY/TREASURER**

Bill Dunham\*  
700 Route 22, Trinity-Pawling School  
Pawling, NY 12564  
845-855-0619  
[bdunham@trinitypawling.org](mailto:bdunham@trinitypawling.org)

**COMMODORE**

Diane Kampf\*  
185 Union Street  
Whitinsville, MA 01588  
508-234-8047 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

**IMMEDIATE PAST COMMODORE**

Charles Buffington\*  
490 Broadmoor Avenue  
Pittsburgh, PA 15228  
412-388 1666 • [buffingtoncw@anes.upmc.edu](mailto:buffingtoncw@anes.upmc.edu)

**FSSA MEASURER**

Robert J. Neff\*  
PO Box 681747  
Charlotte, NC 28216  
443-994-1932 • [neffenterprise@yahoo.com](mailto:neffenterprise@yahoo.com)

**EDITOR, SCOTS n' WATER**

Kay Summerfield\*  
1035 Horse Pen Swamp Road  
Washington, NC 27889  
252-946-0505 • [slokay@earthlink.net](mailto:slokay@earthlink.net)

**AMENDMENT COMMITTEE**

Dan Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
412-831-1042 • [samoyed4@verizon.net](mailto:samoyed4@verizon.net)

**WEBPAGE EDITOR**

Diane Kampf\*  
185 Union Street  
Whitinsville, MA 01588  
508-234-8047 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

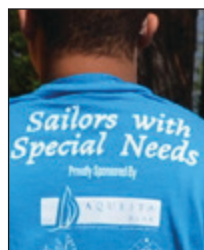
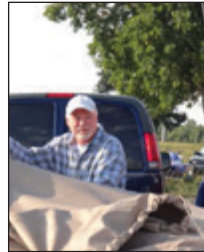
**PARLIAMENTARIAN**

Larry Taggart\*  
5809 Memphis Street  
New Orleans, LA 70124  
504-482-7358 • [taggline@usa.net](mailto:taggline@usa.net)

**DESIGNER (1904-1992)**

Gordon K. Douglass

\*Denotes Executive Committee Members



From the President .....4  
 From the Editor .....5  
 Fleet Building 101.....5  
 Twenty Boats Attend Seventh Annual  
 Glow-in-the-Dark .....6  
 Adventures in Michigan .....8  
 My First Regatta...and it Happened to be the Flying  
 Scot Women’s North American Championship.....11  
 Taking Care of *Betty Jeanne* .....13  
 Sailors with Special Needs .....14  
 The First Midwest District Travel Trophy Awarded ....16  
 Recipe for a Regatta .....16  
 Flying Scot Fleet 24’s Journey Back Leads to  
 the 2013 Punzi Memorial Regatta .....17

**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](mailto: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.

 Find us on: **facebook®**

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.*



# From the President

Frank Gerry, FS 5015



**W**hat makes our Class go? Probably a lot of things – a great builder, good management, active sailors, a popular boat - but maybe a key to the success the Flying Scot enjoys are the Fleets. When we visit different fleets over the sailing season, something jumps out to me It's the leadership within our 90+ Flying Scot Fleets that make it happen. I absolutely believe they are the heart and soul of our class.

I think of the yeoman (yeowoman!!) efforts that Lake Norman put forth this year to host the North American championships. That was nothing short of astounding. When things work well, we hardly notice what was done. But don't be deceived. We watched a team of sailors handle food, measurements, race program preparation, social events and more, all while participating in the event. I literally watched these sailors competing with all of us guest competitors come to shore after 5 hours in the blazing heat and jump right into cooking dinner for us over a hot grill. (while we were relaxing with hor'doerves and libations in the shade).

Our other Flying Scot class events national in nature including the Mid-Winters, Wife-Husband, and the Atlantic Coast Championships all required massive planning efforts and our hosts always

pull it off with style. We, as travelling sailors, truly appreciate this and sometimes take it for granted a bit more that we should. As mentioned above, when big events work well it's easy to forget all the hard work that made it happen. But kudos to you folks for making it happen.

Let's look further. How many local (including multiclass) and district weekend regattas do we have a year? I think its 100 or so. Marianne and I have had the pleasure of attending 9 local regattas this summer. While we normally travel in the Midwest, I suspect the atmosphere is the same everywhere. Each venue has its own uniqueness and style but there is one overwhelming commonality; the host fleets are invariably friendly and welcoming. It doesn't matter if you are a new sailor learning how to rig and race or an experienced sailor visiting again - the first few minutes when you arrive are truly "get to know you" or "welcome back" moments.

Then there is always something going on a Friday night and all through the weekend. But before we get into the specifics, one might ask why does all this happen? It really is because of the passion and leadership displayed by the host fleet. It starts with the Fleet Captain and runs through the great generosity of all the engaged fleet members. When one thinks about it a bit, hosting a regatta is a

sign of the passion we have for the Flying Scot sailboat and all that comes with it. Volunteerism at its best.

These regattas are a blend of amateur sports thriving and an incredible social atmosphere. The local host fleets make this happen. They do their best to make it a good time for all of us visitors.

Examples of generosity might include:

- Greeting us as we arrive and making us feel welcome
- Help setting up boat launching and parking
- Finding dock space
- Cooking up local recipes and specialties for breakfasts, lunches and dinner
- Keeping the keg, coolers and libation table stocked
- Hosting us at their home
- Making registration simple and quick
- Providing a good on the water race program
- Throwing a party or providing evening entertainment
- Letting us know of local things to do/ places to visit if time permitted

The list could go on but the message is simple to me. The fleet captain and fleet associates that host us at regattas all over Flying Scot nation are our unsung heroes. I think this is what makes our class tick. Just want to close with a thought, how many of your best friends did you meet 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**

# From the Editor

Kay Summerfield



I would like to thank Marti Worthen for her many years of proofreading for *Scots n' Water*. She has done a great job, and I really appreciate her efforts. It has been a pleasure working with Marti.

Starting with issue 1, 2014, Deb Aronson will be taking on the task of proofreading. I appreciate Deb volunteering to come on board. ▲

## Fleet Building 101

Eric Bussell, FS 5631, Fleet Captain #135

At the 2012 North American Championship, I walked through the clubhouse at Lake Carlyle and randomly overheard a fleet-building discussion and the suggestion that local fleets partner with local community colleges to create a sailing class. It seemed like a brilliantly simple idea at the time. It was still a great idea six months later when I bumped into a friend who works at Parkland Community College, who agreed. A few phone calls later, with enthusiastic buy-in from members of Fleet 135, the Parkland College Introduction to Sailboat Racing class was about to become a reality.

Fleet building can be frustrating. Yes, we have a great core of positive, enthusiastic Scot sailors. Unfortunately, it seems that every time we take a step forward, we then take a step backwards because of job transfers, etc. It has been a struggle just to maintain the status quo, and we were ready to try some creative alternatives to attract more sailors and help build our fleet. This sailboat racing class was especially appealing because we could leverage the huge marketing reach of the Parkland catalog to promote Clinton Lake Sailing Association and Fleet 135 and it would not cost us a dime. Furthermore, we didn't have to do anything special, because we planned it

during our preexisting Wednesday night racing schedule. We really had nothing to lose and decided to give it a try over four Wednesdays in June.

Our goal (other than safety) was to keep it as simple as possible and to focus on showing our students a good time. They were taught basic sail trim, windward vs leeward, port vs starboard, and the five-minute starting sequence. These were reviewed at the beginning of each class and any questions were answered. Our race committee boat set up a short windward-leeward course and ran four or five short races each class, with proper flags and horns. Students were told to read US SAILING's *Basic Keelboat* outside of class. Other than that, we made no formal reference to the "textbook."

The results were very positive:

1) We had a full class of ten students, who were paired up with a new captain each week, with no more than two students to a boat. Our attendance rate was 93%.

2) More than one-half of class members wanted to stay involved with the fleet after the class ended. One hundred percent planned to stay involved with sailing in some form or another.

3) We generated more than \$800 for our fleet (\$125 fee per student). Parkland actually pays instructors and only takes

out a nominal administrative fee and even provided the books.

4) Feedback was virtually 100% positive. Students especially liked learning in a hands-on, racing environment and appreciated that we rotated captains and crew pairings each week. The only negative feedback was that the class only lasted four weeks.

5) Thousands of households in the district received the Parkland College catalog, and our class made many of them aware for the first time that sailing opportunities exist in East Central Illinois. Since we intend to offer this class [at least] annually, we expect to generate thousands and thousands of impressions in the years to come.

Instead of wondering how to attract new people to the fleet, our challenge now is what to do with the new influx of interested sailors. That is certainly a good problem to have! We don't have enough boats right now to accommodate demand. It seems to me the only logical solution to that equation is to somehow increase supply :-)

Deb Aronson suggested that I share this with the rest of the Flying Scot class by contributing my first article to the magazine. We have shared many laughs over this story. Who would have thought a random trip to the restroom at the 2012 NACs could be so productive?▲

# Twenty Boats Attend Seventh Annual Glow-in-the-Dark

Deb Aronson, FS 5897

**T**here are a lot of things you can control about a regatta: advertise your upcoming event plenty early, line up race committee members, arrange for registration, and organize food and trophies. But, as we all know, one thing that you can't control is the wind.

By our seventh annual Glow regatta at Clinton Lake Sailing Association (west of Champaign, Illinois), we have become a well-oiled machine: registration, T-shirt orders, race committee...it was all working flawlessly. Then came the weather to mess us up. All week we'd been watching NOAA predictions. There was a gust line on Saturday that had me worried on Tuesday. I was sure by Wednesday it would be gone. Wrong. It was there and growing stronger. Same thing Thursday. By Friday, I couldn't even look. What can you do? You host a regatta and you wait and hope the weather will cooperate.

Saturday dawned calm. I knew that could be misleading, but I was privately hopeful. Even at the skippers' meeting at 10 A.M., it didn't seem too bad. There were no whitecaps, after all. When we launched an hour later, however, conditions were looking decidedly less calm. Seasoned sailors were looping and spinning on their way to the course. We headed out and looped and spun ourselves.

Happily, the race committee saw the situation and, instead of starting a race, sent everyone in. Luckily no one capsized, but there were some close calls.

(In the end, the only capsized was later in the evening, after dinner, when a picnic table overbalanced, sending a couple of sailors overboard! Hardly any alcohol was involved, honest!)

All the boats came in and were pulled out by 1:30, and then we sat and watched as the wind grew and grew. There was talk of gusts to 32 or 38 mph. This was a rare instance where not a soul grumbled about the race committee's call...probably because we'd all been out and experienced those gusts!

A few sailors went into Clinton to experience the Apple and Pork Festival (it's a Midwest thing, I think), but most people hung around at the club and visited. We had a volleyball net, but the ground was like cement since it had been so dry, so I didn't even pull it out...note to self, we need one of those beanbag toss games. The beer, courtesy of Deb and Luther Torgerson of Madison, Wisconsin, held up all day, though.



*From left, Frank Gerry, Karen Carpenter, and Harry Carpenter unwrapping Frank's brand new boat, which Harry delivered to the regatta.*

We moved up our dinner schedule because of the threat of rain. After our  
*Continued On Page 10*



*Folks enjoying Glow sticks at the Glow.*



*Before the start on Sunday.*



*Chairs blown over by the wind on Saturday.*



# FLYING SCOT®

## FREE Ways to Order...

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

**Online Store: [www.flyingscot.com](http://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](http://www.flyingscot.com)

**Gus Sails** 972.998.5313

## Still the Fastest Still the Most Affordable

**2013 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](http://gussails.net)

# Adventures in Michigan

Ben Williams and Deb Aronson, Team Sophie, FS 5897, Clinton Lake Sailing Association



*Frank and Marianne Gerry celebrate winning the Crystal Ball regatta with three scoops of ice cream.*

**T**eam *Sophie* traveled to the Michigan-Ontario District twice in September, once to Crystal Lake and then to Portage Lake (near Ann Arbor). We had a great

time, and great wind, at both clubs. It's not a bad drive for us; in both cases it took a little over five hours of driving time. There is the pesky matter of losing an hour on the way there, but that's life.

At Crystal Lake we had eleven boats

from six different clubs. It was also their district championship, so that added a level of competition and excitement, too! The wind was great both days. In the photo, that's us and the Gerrys (also from outside the district) duking it out. Bill



and John Pfund are probably just outside the frame....

The most unusual thing that happened that weekend was that Ben and I got into a port/starboard with a loon on Sunday morning. It was THRILLING! I've never been that close to a loon before. I would say it looked a little startled and non-plussed by our boat before it dove. But it was very cool to see its elaborate black-and-white markings. If you've never heard a loon call, you can hear it here:

[http://www.allaboutbirds.org/guide/common\\_loon/sounds](http://www.allaboutbirds.org/guide/common_loon/sounds).

The results and a good write-up of the weekend can be found at the Flying Scot Sailing Association (FSSA) Web site under regatta results. Steve R, the regatta chair, also put up a great collection of photos at that same link: Crystal Lake District results

Two weeks later we hopped in the car again for another jaunt to Michigan, this time to Portage Lake, home of Brian and Suzy Hawkins (among other sailors) and the Hot Scot regatta. We had another really fun weekend. This one was extra special because we got to visit my childhood pal Nancy and her family (hubby Steve, kids Ben and Isabel). They took us to a great ice cream place, and Saturday night we had dinner at an amazing Italian restaurant, called Mani's, I think.

Anyway, the sailing.... Wind was pretty good both days, though it was a little gusty at times. Portage Lake is tiny, yet the race committee is good at setting long races. They do that by having you go around so many times that you get dizzy and can't remember what lap you are on! They use placards made of painted wood with symbols for either an upwind and downwind loop or a single up or down. The races this weekend consisted of—picture it—three plaques with up and back images, with three more plaques, each with a single arrow. So we were doing four and a half...loops, if you will. My job was to count and not get confused. I almost had to use all my fingers to keep track!

The most exciting thing that happened to us the first day (during the first race, in fact) was that, while trying to get the



*This is the Crystal Lake ramp. The shortest ramp I've ever used, but the marsh grass is very pretty*

starboard spinnaker sheet back around the bow (we'd lost it under the boat [we NEVER lose it under the boat; NEVER!]), I fell off the boat. The first thing I thought was, "DRAT," because we had been reeling in the leader, Bill and John Pfund, and at that point were just barely ahead of them. The second thing I thought was, "No problem; Ben will grab me and pull me in." NOPE. He grabbed me all right, but then I pulled HIM in!!

Luckily, I was still holding the spin sheet--don't know how or why--so I left Ben and his bright yellow life vest floating in the lake and pulled myself back to the boat. The jib was still cleated, so that baby was sailing!! The safety boat (thank you, safety boat! [I never got a chance to thank them on Saturday]) helped me clamber into the boat, I uncleated the jib, the Pfunds delivered Ben back to the boat, and we limped back to the starting line to try our luck in the second race.

It did seem to be "the regatta of a million problems" for us! That spinnaker sheet did not want to behave, then the clip that attaches the jib to the foredeck came undone and the jib folded up like an accordion. That is slow, so there I was, back on the bow, trying to fix the jib and not fall in (I was successful that time, but only barely). Our lines got knotted over and over again in the most creative and unique ways I've ever seen--the vang in with the jib, the spin in with the centerboard...you get the idea. But anyways... as they say, we kept sailing and having a great time. No other disasters, but some near misses.

**Lessons we learned Saturday:** when/



*This is the Crystal Lake clubhouse. Very nice, in a 1950s style, I think.*

if I fall off the boat, Ben will let me go, and he'll do a "man overboard" drill once he's stopped the boat; and when you have to re-rig a spinnaker sheet, better to do it on the downwind leg and hoist the chute a little late than fall off the boat and not finish the race! A third, embarrassing lesson I learned was to make sure your clothes are comfortable. The fleet came back in between the second and third races and I put on an underlayer to make up for being sopping wet, but it made my pants too tight. That whole last race I felt like I'd aged 20 years! I couldn't move; everything I did was a struggle. I thought I was just tired from my "swim," but it was definitely not that. The next day I just wore my foul weather pants and that worked great. I felt like a million bucks! And it probably helped our sailing (see results).

Sunday we came back, refreshed by our Italian dinner with Nancy and Steve and rejuvenated by the fresh, beautiful weather. The wind was still kind of gusty, but the holes were much bigger. The first race we lucked out with a shift in our favor (finally!!) that put us half a leg ahead of the fleet. We managed to keep our lead despite some nerve-racking moments when we had no wind and everybody else did...or at least it felt that way. I learned that when you get that far ahead, no lead is enough; you always want a bigger, more comfortable one. And yet, when you are grappling the whole race, then a boat length or two at the finish feels like plenty.

The second race we had another good start, but as the holes grew more frequent, I was moving all over the boat trying to

*Continued Next Page*



The "Steves." Steve Last (on left) was PRO at Crystal Lake and fleet captain Steve Rajkovich took some great photos of the weekend!



From left, John Pfund, Bill Pfund, Suzy Hawkins and Brian Hawkins

keep it balanced. It was a losing battle. No sooner had I gotten to the low side, but a gust came and I should have been hiking. I got up to the high side, only for Ben to urge me (note there is no yelling implied), "Go low! Go low!" And so it goes....

We rounded the last leeward mark just

behind Bill and John Pfund and John's fiancée, Katie Stiemsma. Thanks to some savvy strategy on Ben's part, we managed to pass them and then stay (barely) between them and the finish, eking out a second-place finish. It was satisfying to catch Bill, because he is a tough, tough sailor who is very good at

reeling sailors in himself.

The day turned pretty chilly by the end, and while we ate the delicious pizza that Brian and Suzy had ordered, we bundled up and enjoyed the trophy presentation. The Pfunds won, for something like the sixth year in a row. Maybe we'll have to come back next year!! 🏆

steak cookout, followed by brownies and cookies and more beer, we all sat by the bonfire and decked ourselves out in glow sticks. No sailing, but, so far, a good regatta, even so.

Luckily the rain held off until the middle of the night. At least one tent was flooded, but I think everyone else stayed fairly dry. The morning dawned clear and cooler and the wind was, as Goldilocks would say, "not too big, not too small...just right."

After a hot breakfast cooked over the fire by Ken Johnson and his trusty sous chef Chris Tesdal, Jamie Cash, and Maria Benner, we all headed to the course. We had one minor setback at the ramp when Henry Schultz's Prius got stuck in the gravel. Luckily that car is so light we just pushed it right out and used a four-wheel drive to pull his trailer. Then we were in business!

Even though our cutoff was noon,

we fit in three good-length, windward-leeward, twice-around races in about 10-mph wind, which I think was enough for all of us to feel as if we'd really been sailing. The wind was shifty enough that fleet positions changed frequently, which was both frustrating and exhilarating, of course.

In the end, Ryan Malmgren and Stacey Rieu, sailing *Rick's Café Américain*, sailed strong and consistently, followed closely by Harry and Carrie Carpenter, sailing *Eva*, a new boat Harry delivered to Frank and Marianne Gerry at the regatta. Randy Adolphs and his son, Dave, sailing *Into the Mystic*, had a strong regatta, finishing third. Ben Williams and Deb Aronson finished fourth and Frank and Marianne Gerry finished fifth.

This year's trophies were neon-colored towels, embroidered with contrasting neon thread.

In a new Glow tradition, we offered hamburgers for lunch. Considering how fast everyone stopped what they were doing and came to eat, I realized we should have started doing that years ago, rather than having everyone hit the road hungry. So, another note to self, buy more hamburgers next year! 🏆

Visit [www.fssa.com](http://www.fssa.com)



# My First Regatta...and it Happened to be the Flying Scot Women's North American Championship

Karen Rue, FS 4485



*Lake Murray Sailing Club Women's NAC Team: Morgan Iriel, Kenzie Currie, and Kaaren Rue.*

**M**y sailing experience up until a few months ago was to use my life jacket as a pillow and nap while the men in my family did all the work. Ha! My husband, John, has been sailing since he was a child. My children, Zachary and Joshua, started as youth camp participants and now are camp counselors. All are

currently active racers in both the Flying Scot and MC Scow fleets.

It was time for me to start the learning curve on how to sail and be a good crew. I started sailing with John on the Flying Scot and began to learn a crew's role—trimming the jib, setting the spinnaker pole, and flying the spinnaker. Terms like “puff,” “header,” “downwind speed,” and “roll tacking” (and many more) are now

becoming a bit more familiar, but I am still learning what they all mean.

The Flying Scot North American Championship was held at Lake Norman (north of Charlotte, North Carolina). Many of our club's Flying Scot sailors made the trip: 19 sailors from Lake Murray Sailing Club (LMSC) (northwest of Columbia, South Carolina) participated in 6 boats. The main NAC regatta was held July 15th

through 19th and, while it was a bit of a drifter, the group had a great time together.

The Women's NAC was held on Sunday, July 14th, prior to the weeklong NAC. There were five women's boats competing, one of them from LMSC. Our boat was skippered by youth sailor Morgan Iriel. Our crew was youth sailor Kenzie Currie and myself. We donned the team spirit and had matching uniforms--royal blue hats, white shirts, and black shorts. We were named the "blue hat girls."

We attended the competitors' meeting and then headed out onto the breezy lake. There was excellent wind that afternoon, blowing consistently between 8 mph and 12 mph. The regatta schedule was three races, with each race consisting of two windward and two downwind legs. I was very excited to be sailing with Morgan and Kenzie, but I must admit I was a bit ner-

**Morgan was an excellent and determined skipper. Kenzie was the mid crew, confident and knowledgeable, responsible for all spinnaker tasks and for the newbie (me). My favorite quote by Kenzie was, "Morgan told us what to do, and I dumbed it down for Mama Rue."**

vous, too. Would I remember everything? Could I do it? This was the most wind I'd ever sailed in. I had only ever raced with John on Lake Murray, and he was still using "my" sailing terminology--"pull the red rope," "tighten the green line," etc. These were just a few of the thoughts that were going through my mind.


I must say that Morgan and Kenzie calmed my nerves and were excellent leaders and teachers that day. Morgan was the youngest skipper and the only youth skipper sailing in the Women's championship. Kenzie was the only other youth competing. The women in the other four boats were fierce competitors with many years of sailing experience, including some collegiate sailors

and national champions. Morgan was an excellent and determined skipper. Kenzie was the mid crew, confident and knowledgeable, responsible for all spinnaker tasks and for the newbie (me). My favorite quote by Kenzie was, "Morgan told us what to do, and I dumbed it down for Mama Rue." My job as forward crew was setting the spinnaker, trimming the jib, and keeping two very excited girls focused on the task at hand.

Our LMSC team was first off the starting line in Race 1 and held the lead until the last downwind leg, to take 2nd place. Race 2 was basically a copy of Race 1. Race 3 proved to be a bit more challenging at the start, and we finished in 5th

place. With all of that, we executed great starts and had good boat speed throughout the day. Our team finished in 2nd place overall. Morgan's and Kenzie's excitement throughout the day was contagious. Many times I heard Morgan say, "Oh my gosh, I can't believe we are winning!"

I feel quite honored to have been able to sail with such great young women. Morgan and Kenzie are excellent sailors and teachers and FUN girls to sail with! I learned a lot from Morgan and Kenzie. Before sailing with them, my racing experience was limited. There is nothing like sailing multiple races in good breeze to begin the long learning curve in the wonderful sport of sailing. 🚤

 <b>Statement of Ownership, Management, and Circulation</b> <b>POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)</b>		
1. Publication Title Scots n' Water	2. Publication Number 0 1 9 4 - 5 6 3 7	3. Filing Date 9/4/2013
4. Issue Frequency Bi-Monthly	5. Number of Issues Published Annually 6	6. Annual Subscription Price 8 per yr inc in membership dues
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®) Flying Scot Sailing Association One Windsor Cove, Suite 305, Columbia, SC 29223		Contact Person Courtney Waldrup Telephone (include area code) 803-252-5646
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) J. Edgar Eubanks & Associates One Windsor Cove, Suite 305, Columbia, SC 29223		
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)		
Publisher (Name and complete mailing address) J. Edgar Eubanks & Associates One Windsor Cove, Suite 305, Columbia, SC 29223		
Editor (Name and complete mailing address) Kay Summerfield 1035 Horse Pen Swamp Road, Washington, NC 27889		
Managing Editor (Name and complete mailing address) Nancy Cooper, J. Edgar Eubanks & Associates One Windsor Cove, Suite 305, Columbia, SC 29223		
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)		
Full Name	Complete Mailing Address	
Flying Scot Sailing Association	One Windsor Cove, Suite 305, Columbia, SC 29223	
(A non-profit organization)		
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box <input type="checkbox"/> None		
Full Name	Complete Mailing Address	
None		
12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one) The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: <input checked="" type="checkbox"/> Has Not Changed During Preceding 12 Months <input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)		
PS Form 3526, August 2012 (Page 1 of 3 (Instructions Page 3)) PSN: 7530-01-000-9931 PRIVACY NOTICE: See our privacy policy on www.usps.com.		

# Taking Care of *Betty Jeanne*

Jim & Kathleen Walsh, FS 5382

I first started to think about getting a different sailboat about twelve years ago when I decided that my Butterfly was too small and I was always getting drenched. I went down to the club, saw the Flying Scots, and was sold!

We sailed on club boats for two years and were able to buy our first Scot, #559, from fellow members of Delavan Lake Yacht Club (DLYC) who, unfortunately, had to retire from sailing. FS 559 was a great starter boat and was very forgiving. We had some third-place finishes, which I thought was pretty good for a 1964 model.

Still, my wife, Kathleen, and I wanted to be more competitive, and we were able to buy a 2001 model that had been in storage for eight or nine years. That was a great find! Our new boat, #5382 (*Betty Jeanne*), came as a standard family package. With the help and advice of everyone from Flying Scot, Inc., and our friends from DLYC, we were able to

upgrade to a racing package, adding a spinnaker kit and extras. On our first time out on the lake, Kathleen skippered. Our friends and I sat there in seventh heaven!

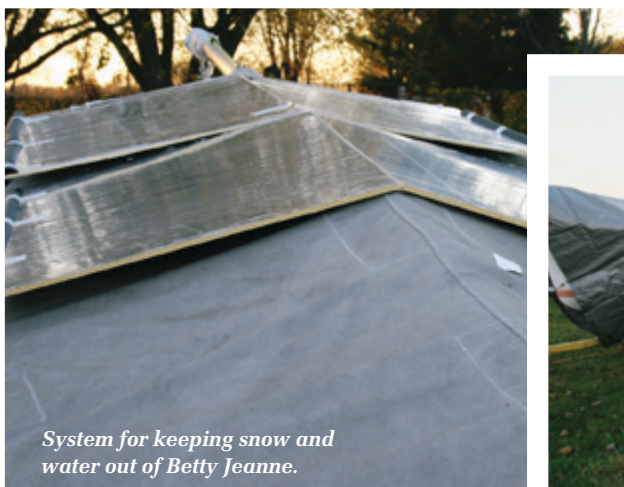
Here are some things we have figured out that perhaps other Flying Scot sailors might like to try.

First of all, Kathleen discovered that the

*Continued On Page 21*



Storing the spinnaker in the "mast collar flotation" between racing weekends.



System for keeping snow and water out of *Betty Jeanne*.



Winter storage.

# Sailors with Special Needs

Christy Lux, FS 3211



**T**wice a year the Cornelius PARC Department and Huntersville Parks and Recreation Department, along with North Carolina Community Sailing & Rowing (NCCSR), offer a day of sailing to Cornelius and Huntersville residents of all ages with special needs due to cognitive and neurological disabilities. Our fall event was held on Saturday, September 7, 2013, at the NCCSR facilities located on Lake Norman at Blythe Landing Park in Huntersville (north of Charlotte, NC). It was a beautiful, sunny day with just enough wind...perfect for sailing in our 19' Flying Scot sailboats. We hosted 74



special needs individuals and family members. For many of the families, it was their only opportunity to enjoy the lake this year. For some, it was their first time ever on a sailboat.

Trina Roeder of the Cornelius PARC Department does an outstanding job of coordinating these events each year. She works tirelessly to accommodate as many people as possible. Lauren Furcht at Aquesta Bank of Cornelius supported the event by designing and providing T-shirts to the participants.

Sailors with Special Needs is run by staff and volunteers from NCCSR, Cornelius, Huntersville, and Davidson. In September we had around 40 volunteer skippers, crew, dock escorts, life-jacket fitters, boat catchers, and greeters. This event is as much fun for our volunteers as it is for the participants! Seeing all of those smiling faces is priceless.

The next event will be held in May of 2014. The event is free for residents of Cornelius and Huntersville, with a small fee being charged for non-residents. All participants sign up through Cornelius PARC or Huntersville Parks and Recreation.

North Carolina Community Sailing & Rowing is a nonprofit dedicated to making sailing and rowing affordable, accessible, and safe. Instruction and programs are offered to adults and youth year-round. Visit [www.nccsailrow.org](http://www.nccsailrow.org). 🚣



# The First Midwest District Travel Trophy Awarded

Deb Aronson, FS #5897

**A**s announced in these pages a few issues ago, the Midwest District launched its first travel series this year. The series comprised five regattas, one each at Eagle Creek (Indianapolis, IN), Sheridan Shores (Chicago, IL), Ephraim (Ephraim, WI), Carlyle Lake (one hour east of St. Louis, MO) and Clinton Lake (between Champaign-Urbana and Bloomington-Normal, IL).

In the final count, we had five sailors eligible for the trophy. They were: Eric

Bussell (Clinton Lake), Geoff Endris (Eagle Creek), Frank Gerry (Clinton Lake), Mike Pitzer (Carlyle Lake), and Ben Williams (Clinton Lake).

The trophy was awarded at the last regatta of the season, the Glow in the Dark at Clinton Lake, and the winner came down to, not only the last regatta, but the last race of the regatta. Going into the Glow, Frank (on *Helga*) had 17 points and Ben (on *Sophie*) had 19 (highest score is good) in the travel series.

Going into the last race of the Glow

*Helga* and *Sophie* were tied. If *Helga* beat *Sophie* in the regatta, she would claim the trophy. *Helga* crossed ahead of *Sophie* on the last windward leg, but *Sophie* passed *Helga* back about 20 boat lengths from the finish and ended up beating *Helga* by ¼ of a boat length. That meant *Sophie* won the travel series by a single point!

The trophy, made of walnut and tupelo wood, has about 40 blank plaques on it, so hopefully it is a tradition that will only grow over the years. 🏆

## Recipe for a Regatta

Deb Aronson, FS #5897

**L**ocated on an undeveloped lake formerly owned by a power company, the Clinton Lake Sailing Association is what you might call rustic. The lake itself is beautiful, but the facilities consist of a pavilion and a shed. We have one porta potty, no running water and no electricity. Hosting our annual regatta there poses particular challenges that, finally, after about seven years, we've come close to perfecting.

If you are a small club and don't think you can host a regatta, I urge you to think again!

Here is our Recipe for a Regatta:

- 40 lbs potatoes
- 6 dozen eggs
- 80 hamburgers
- 80 steaks
- 5 dozen brats
- 10 dozen buns
- 6 lbs black beans
- 6 lbs of corn kernels
- 8 lbs of lettuce
- 100 homemade brownies
- 8 dozen cookies
- 4 loaves of bread

- 2 lbs of coffee
  - Four gallons of orange juice
  - 20 lbs of fruit
  - 5 pounds of lettuce
  - 120 cans of beer
  - One herd of large coolers, a gaggle of small ones
  - 25 gallons of water for cooking and washing
  - v 72 pounds of charcoal
  - Six large bags of ice
  - Tons of good will
- Shake together and enjoy! 🏆



# Flying Scot Fleet 24's Journey Back Leads to the 2013 Punzi Memorial Regatta

Bob McCorkle, FS 680

When I joined Candlewood Yacht Club (CYC) in New Fairfield, CT, I owned a 16-foot catamaran and knew nothing about racing or Flying Scots. Flying Scot fleet 24 consisted of Greg Northrop and Roger Punzi. Greg was mostly racing his Scot against CYC's cruising fleet on a PHRF basis (no spinnaker racing). Roger, who was 80, would race, but was not really competitive at this stage in his life. What Roger did bring was passion and enthusiasm for sailing in general and the Flying Scot in particular. The thing about passion and enthusiasm is that it is never boring and quite often is infectious. Roger's passion and enthusiasm enticed Bill Kopta and me to take a derelict club Scot out for a couple of races. Wouldn't you know it, we had so much fun, we ended up buying a project boat and restoring 680! It had a domino effect; because we seemed to be enjoying ourselves, other CYC club members started giving the club Scot a try. This put us in a position to start fielding three or four boats on the line and bringing back the concept of one design racing to CYC. Today we have an 11-boat fleet. Roger passed a couple years ago, but around CYC you'd be hard pressed to find any member who doesn't have a

wonderful Roger story to tell, all of which point his passion and enthusiasm!

To honor Roger we have created the Punzi Memorial Regatta, the second of which was held the weekend of October 5 and 6, 2013. The original thought was for a one-day event with three races. Given the humble beginnings of Fleet 24's rebuilding, imagine our delight when 20 boats showed up for our regatta, bringing with them some of the fastest Scot sailors in New England and the Northeast: Brian Hayes and son Brian; Greg and Diane Kampf; Roger and Kate Sharp; John and Connie Eckart; Jimmy Cavanagh and crew Hein Smit Sibinga; and Mark Riefenhauser and son Adam, to name just a few. The Massapoag and Sprite Island fleets each sent four boats. Individual sailors from Annapolis, New Jersey, and Saratoga Lake also arrived, producing what could only be viewed as a competitive field with everyone excited about participating in this quality field



Boats on the dock waiting to race.



Roger Punzi, in whose memory the regatta is held.

of competitors. The sky was clear, the temperatures were in the high 70's, but there was just no wind!! Brian Hayes from North Sails really helped us turn lemons into lemonade by putting on an impromptu tuning and trim clinic. He spoke for more than two hours to the fascination of all present and, as is always the case with a clinic by Brian, everyone learned something new. By mid-afternoon, with no signs of wind, we threw in the towel and started the cookout and party.

Because so many folks had traveled, we did offer to set a course Sunday morning. As luck would have it, on Sunday morning we finally found some wind, but it came with a torrential downpour. Four guest boats were still with us but two of them decided not to brave the elements. There were still eight boats willing to sail in the rain and we got two races in.

Roger Sharp described the races like

this – Wind was 8-14 ESE blowing right into the club. Both races were W-2 and nice long courses. With the fog and distance it was hard to see the marks! The leeward mark was about a 1/4 mile from the shore and the windward mark was probably 1/3 of a mile from the weather shore. The first race got started in a good puff from the left. Everyone tacked onto port and one boat even port tacked the fleet. The fleet sailed into the cove to the south of Candlewood Isle. The wind shifts were 15 degrees or so. Kate and I got to the first mark ahead of the group. The fleet reeled us in downwind with John and Connie Eckart leading the pack. We and the Eckarts separated from the Candlewood boats and finished one-two. The second race was much lighter even to the point of sitting on the low side. The left shift was bigger than in the first race and it was almost impossible to get to the left - like a strip of confused wind running down the middle of the lake. We got around first with John and Connie right behind us. We got a puff downwind and stretched out a little. Going back upwind the Eckarts stayed right into the cove while we tried to get left because the wind seemed to be going further left. The Eckarts chose the right path, rounding the second weather mark in first. The wind was so far left that midway down the leg we had the pole on the headstay while pointing at the leeward mark! We got lucky and were able to sail to weather of the Eckarts and rounded the leeward mark in the lead. We covered the Eckarts a couple of times but they got to the right which paid off and the Eckarts sailed into the lead. We tacked as close as we could to leeward and barely ahead. We tried to squeeze up under the Eckarts without too much success. There was one more tack to the finish. We got the last puff first and pulled ahead and made the decision to tack and cross. It was very close - either cross or foul. John tacked to leeward but the puff hadn't gotten to him yet so luckily we were able to cross the line first - barely! The rest of the fleet had fallen into a hole and was just getting to the leeward mark as we finished. We were glad we stayed for the second day! The sailing was good and it was great to be out on Candlewood Lake.

The Sharps and the Eckarts showed the rest of us how much we still need to learn about the boats by sailing away from Fleet 24, and putting on a spectacular display of finishing tactics with photo finish in the second race. It was really fun to hear them discuss their thought process and moves after the race. The Sharps took 1st, the Eckarts took 2nd and Candlewood's Corey Loke came in 3rd.

All in all it was a great weekend, even if we did not get to sail with the all-star lineup that showed up for the event. Still, a couple of the fastest sailors in

New England demonstrated their passion and enthusiasm by braving the elements and demonstrating how Scot racing can be done right. Those of us who made it to the end were rewarded with a great sail and learning opportunity that can only strengthen our fleet by showing us we're getting closer and closer to being able to sail with the good sailors. I'm sure Roger Punzi is looking down on us and grinning from ear to ear.

Thanks to all the wonderful Flying Scot sailors who showed up and supported this event. ▲



Brian Hayes from North Sails gives a super impromptu sail clinic.



1st Place Roger and Kate Sharp



2nd place John and Connie Eckart.



Argh! Pirates hoping to scare the other competitors in case pure skill is not enough.



3rd place Corey Loke.

# 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](http://www.ullmansails.com)

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

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

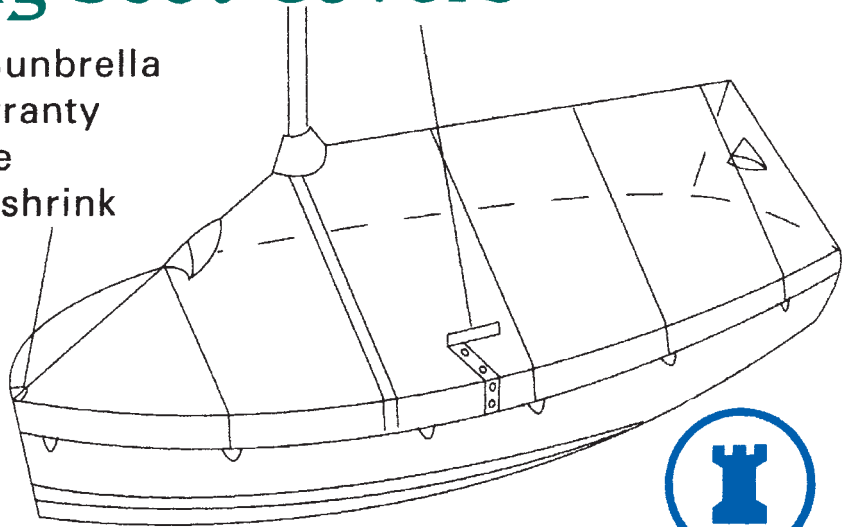
Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st  
GYA Junior Lipton Championship-1st / GYA Women's Championship-1st

# 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](http://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 <b>NO UPCHARGE</b>	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](http://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](http://www.sailorstailor.com)

# NEW MEMBERS

## Capitol

### Boat #4478/Fleet #0

Martin Bergman  
8 Morton Avenue,  
Ste. 304  
Ridley Park, PA 19078

### Boat #5876/Fleet #0

Peter Sullivan  
9415 Corsica Drive  
Bethesda, MD 20814

## Carolinas

### Boat #/Fleet #48

Sean O'Donnell  
19737 Beneteau Ct.  
Cornelius, NC 28031

## Florida

### Boat #5848/Fleet #0

Darrell Van Hutten  
411 Walnut Street #9334  
Green Cove Springs, FL  
32043

## Boat #5554/Fleet #150

Francois Simon  
2002 Oakbend Dr  
Euotis, FL 32726

## Gulf

### Boat #4961/Fleet #0

Nathan Lemmon  
1366 Milestone Drive  
Collierville, TN 38017

## Midwest

### Boat #559/Fleet #0

Frank Wood  
4947 Morehead Ave.  
White Bear Lake,  
MN 55110

### Boat #1014/Fleet #

Mark Bartlett  
Ann Zukoski  
2201 West 52nd Street  
Minneapolis, MN 55419

## Ohio

### Boat #476/Fleet #0

Jonathan Woytek  
409 5th Ave.  
New Kenisngton, PA  
15068

## Prairie

### Boat #6015/Fleet #0

Tom Gutzke  
1931 Monterey Drive  
Lincoln, NE 68506-2349

## STARTING LINE

# STARTING LINE Calendar Of Monthly Events (FROM NOVEMBER 2013 – SEPTEMBER 2014)

### 2013 Cajun Country Championship, Lake Arthur Yacht Club, Louisiana

11/23/13 - 11/24/13

Lake Arthur Yacht Club; Gulf;  
Lake Arthur, Louisiana;  
Larry Taggart, taggline@usa.net

### 2013 The Gator Bowl Regatta

12/07/13 - 12/08/13

The Rudder Club of Jacksonville;  
Florida; Jacksonville, Florida;

### 2013 Sugar Bowl Regatta, New Orleans Yacht Club

12/14/13 - 12/15/13

New Orleans Yacht Club; Gulf;  
New Orleans, Louisiana;  
Larry Taggart, taggline@usa.net

### 2014 Sprite Island Douglass Orr Regatta

06/21/14 - 06/22/14

Sprite Island Yacht Club;  
Greater New York; East Norwalk,  
Connecticut; Melanie Dunham,  
fs2601@AOL.COM

### New England Districts

07/26/14 - 07/27/14

Sandy Bay Yacht Club; New  
England; Rockport,  
Massachusetts;

### 2014 Massapoag Yacht Club 65th Annual Regatta

09/06/14 - 09/07/14

Massapoag Yacht Club;  
New England; Sharon,  
Massachusetts

Visit [www.fssa.com](http://www.fssa.com)  
to see new updates to  
for the latest events and  
race results.

Continued From Page 13 **MIDWEST DISTRICT**

best place to store our spinnaker for the week was inside our flotation collar (the float that goes over the top of the mast on windy days).

I thought of putting signs saying “deaf sailor aboard” on the starboard and port sides of my boat, since I have been hard of hearing for over 55 years. I think that I should “copyright” this sign!

I also developed a way to keep snow

and water from accumulating on the cover and penetrating through the cover over the winter. I bought from the local building supply store two 4' x 8' sheets of 1/2" or 3/4" Tuff R insulation (minimally damaged will also work). I cut the pieces to 6' lengths, and then I cut those pieces at the 3' mark...BUT NOT all the way through. That acts like a hinge. Once the mast is down and my boat is covered, I

place the insulation sheets over the mast, with the hinged part sitting on the mast. Using duct tape, I attach pipe wrap to the ends where the insulation hits the deck. This keeps snow and water from pooling on the cover all winter. And when we get the boat back to the club for our Flying Scot “masts-up party,” it is bone dry! ▲



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 PHOTOBOAT.COM

MADE IN AMERICA

## 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](http://schurrsails.com) or call Hunter Riddle at 850-438-9354.

# CRSA

CORAL REEF SAILING APPAREL  
 888.224.0641



[WWW.CORALREEFSAILING.NET](http://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.*

**559** – Custom Flex; 1964;  
**\$2,000.00**; Contact: Jim Walsh,  
Delevan Lake, WI, 262-728-8668,  
jim5382@yahoo.com

**2570** – Custom Flex; 1974;  
**\$4,000.00**; Contact: Scott Jarden,  
Stone Harbor, NJ, scott@bullen-  
online.com

**2753** – Douglass; 1975; **\$2,200.00**;  
Contact: James Barge,  
Greenwich, CT, jameswbarge@  
gmail.com

**3207** – Douglass; 1978; **\$4,000.00**;  
Contact: Randall Barnett,  
Abilene, TX, 325-669-8963, fransb-  
clev@gmail.com

**3397** – Custom Flex; 1979;  
**\$4,000.00**; Contact: Victor,  
Columbus, OH, 614-746-4515,  
Ljochem@columbus.rr.com

**4060** – Douglass; 1984; **\$3,400.00**;  
Contact: Bruno Morasutti,  
Haddam, CT, bmorasutti@brm-  
lawfirm.com

**4478** – Douglass; 1988; **\$7,000.00**;  
Contact: Gary Nackman,  
Princeton, NJ, 609-921-1733,  
gn4478@comcast.net

**4723** – Douglass; 1990; **\$6,800.00**;  
Contact: Jeff Undercoffler, East  
Haddam, CT, 860-873-3443, jef-  
fun@comcast.net

**4849** – Flying Scot, Inc.; 1992;  
**\$7,500.00**; Contact: Mike  
Mossberg, Island Park, (South  
Shore L.I.), 516-851-3632, mike-  
yp41@optonline.net

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

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

**5047** – Flying Scot, Inc.; 1995;  
**call**; Contact: Stone Harbor,  
chramsey124@comcast.net

**5077** – Flying Scot, Inc.; 1996;  
**\$6,500.00**; Contact: Tom Fonseca,  
Rockville, MD, FlyingScot5077@  
gmail.com

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

**5489** – Flying Scot, Inc.; 2003;  
**\$12,000.00**; Contact: Peter  
Quigley, Duxbury, MA, peterquig-  
ley01@yahoo.com

**5545** – Flying Scot, Inc.; 2003;  
**\$12,000.00**; Contact: Sam Secrest,  
Liberty, SC, 864-868-2908, lande-  
res@earthlink.net

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

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

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

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

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

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

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

**5937** – Flying Scot, Inc.; 2011;  
**\$16,750.00**; Contact: Don Hoefle,  
Dealership Showroom, 609-351-  
0825, sales@winterssailing.com

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

**5975** – Flying Scot, Inc.; 2011;  
**\$19,000.00**; Contact: Jonathan  
Keffer, Moyock, NC, 252-548-0955,  
JonathanKeffer@hotmail.com

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

**Sails** – North Main & Snug Jib;  
2010; **\$700.00**; Contact: Bob  
McElwain, 239-404-7407, robert-  
mcelwain@comcast.net

**Sails** – North Snug Jib & Main;  
2008; **\$900.00**; Contact: Andy Fox,  
860-946-9957, fs3063@yahoo.com

**Sails & Parts** – see website for  
details; Contact: Jim, 772-214-  
5028, jprmer244@bellsouth.net

**Mast** – Looking for a Used Mast;  
Contact: Marty Cutrone, 518-351-  
0040, martygene1@comcast.net



## 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**

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  
420 E Davis Blvd  
Tampa, FL 33606  
813-445-3688  
stewdrew1@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  
(978) 546-9794  
skip.northcoastangler@yahoo.com

### **NY LAKES DISTRICT**

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

### **OHIO DISTRICT**

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

### **PACIFIC DISTRICT**

Richard Obst  
463 Columbia Point Drive  
Richland, WA 99352  
(509) 308-5917  
richobst@gmail.com

### **PRAIRIE DISTRICT**

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