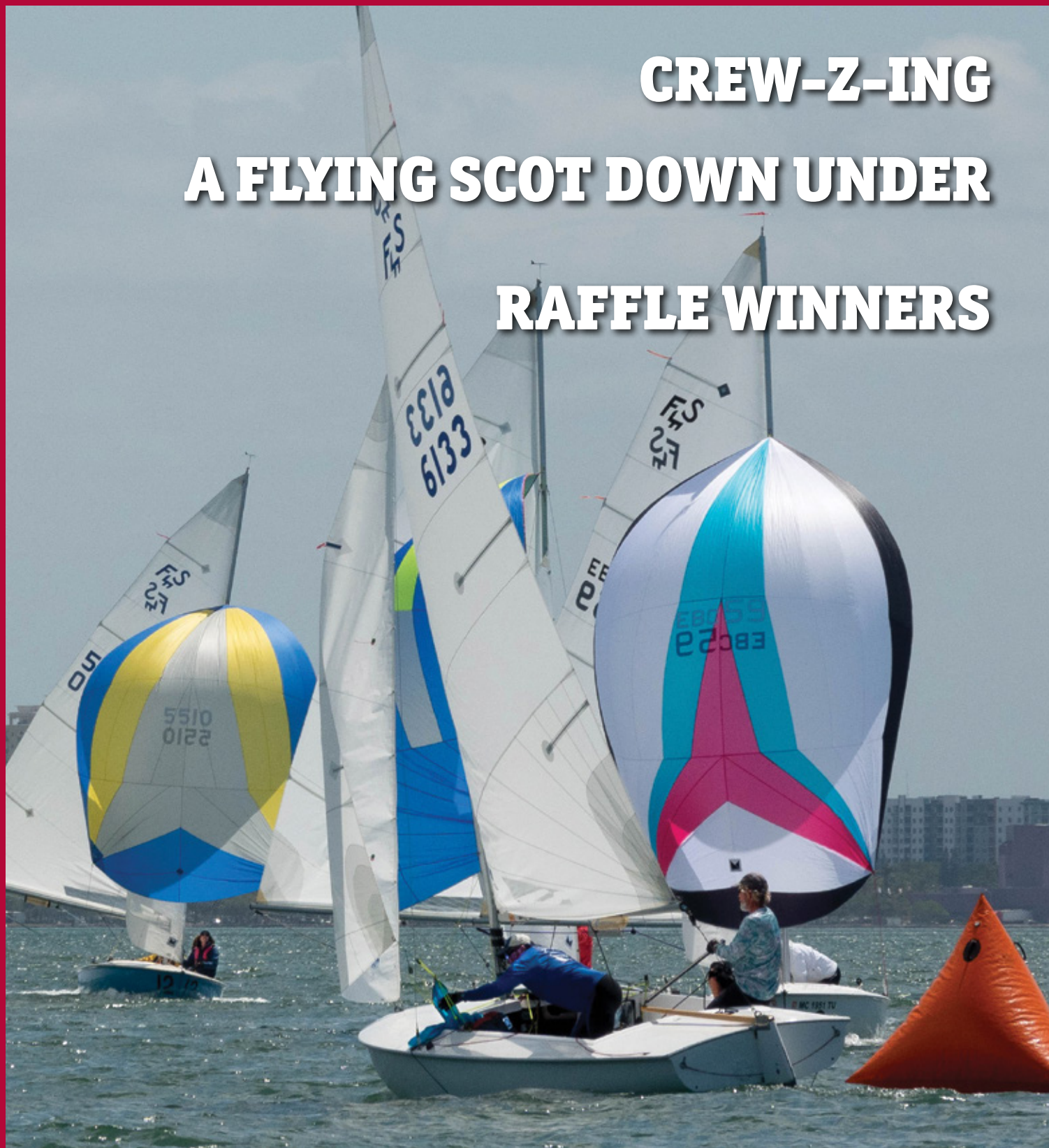


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VOLUME 64 | NUMBER 3 | 2020

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*Denotes Executive Committee Members



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Attention Web Surfers / E-mail Users: The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser. The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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Returning To Our Boats

Bill Dunham, FS#5601



First and foremost, I hope that everyone is remaining healthy and active throughout this challenging time. The restrictions placed upon us due to Covid-19 have made for a difficult Spring, but as they are easing I am hearing the positive news that many of you are returning to your boats and getting out on the water!

Due to the many tasks associated with planning for the next school year, which is complicated by having to compose many different plans since what the future holds is uncertain, I have yet to sail. However, I intend to start my sailing season this coming weekend, the first weekend in June, on Deep Creek Lake. While there will be many starts and stops in my sailing, as planning meetings will pull me away from Deep Creek, I hope to get out as often as possible.

I encourage all of you to take advantage of the opportunities to sail, whether you are racing, cruising, or just playing around. The sense of normalcy provided by sailing is beneficial. This is a time when engaging in activities we love is important, and the interactions you have, albeit at a proper social distance, are valuable.

Despite the postponement of three of the national events to next year, I am excited that the hosts who have worked so hard to prepare these events are going to host the events next year. I have been impressed by the diligence of the members of the Executive Committee, the NCC, and the Board of Governors who are all working hard to improve various aspects of class governance, with the goal of enhancing communication, making running a regatta a bit clearer and more

direct, and providing opportunities for members to participate in online events such as the discussion with Nick Hayes that Jim Leggette arranged.

Nick's talk was outstanding and the ideas he presented are relevant for all of us engaged in building the sport of sailing. Additionally, the boat raffle (congratulations to the winners of the two new Flying Scots and to the other winners of gift certificates) run by Diane Kampf and Bill Vogler was a tremendous success. Not only did we have 140+ people on the Webex live drawing, but we also raised money which will assist the FSSA Foundation in providing funds to continue to build Flying Scot sailing at fleets around the country. An additional positive was that we were able to provide business for many of our long time partners and advertisers. Some of them even increased the certificate values for the winners! Thank you Bill and Diane and all who played a role in making the raffle a success and the drawing an entertaining event.

We are going to continue to provide opportunities for the membership to get together online, and hopefully in person, if the conditions allow for it. I know that I miss seeing many of you in person. To that end, I hope that many of us try new things such as a group (in their own boats) cruise; sailing events that, while socialization must be modified, are group-oriented in nature. I look forward to seeing others on the water, to sharing a laugh with my friends, and regaining the positive connections sailing has provided me with over the years.

At this point, we are still hoping to be able to have the Wife/Husband regatta this fall. If the virus and government regula-

tions permit us to do so, it will be great to see many members of FSSA come together for a truly enjoyable event. I know that the hosts are looking forward to it and that they would love to see a record number of sailors attend.

There is one other topic I would like to address, and that I will present in greater depth in a subsequent issue of Scots 'N Water, which is insurance. Many clubs are making the decision to require individuals sailing out of their club to have liability insurance. While this step obviously protects the host club, as individuals are covered for incidents that occur, it also protects everyone else. By having liability insurance, which I know that I have on my boat, we are covered in case something happens on the water. If others sailing also have coverage, then we are protected if an incident occurs in which another boat causes damage to our boat or to an individual on the boat. Therefore, I strongly encourage everyone to have coverage as it eliminates problems before they occur by protecting/covering us all. I know that coverage is required for participation in the Wife/Husband Championships. In a quick survey of the Executive Committee we all seem to have the required amount of coverage already, so we are not required to do anything other than bring a document that certifies our coverage.

There are several agencies from which you can purchase liability coverage for your Flying Scot. If you look on US Sailing's site you'll find several options presented.

I sincerely hope that everyone remains healthy and safe. I wish you the best, and look forward to our continued interaction on the water. ▲

Our Designer Inducted Into Sailing Hall Of Fame - Finally

By Debbie Peterson Cycotte, FS#4603, Class Historian

On June 23rd, The National Sailing Hall of Fame, located in Newport, RI, announced that Gordon K. (Sandy) Douglass, designer and first builder of the Flying Scot (as well as of the Thistle and Highlander) will be inducted into the Hall as part of the Class of 2020. I first submitted a nomination letter for Sandy back in 2014, and with the wonderful help of previous *Scots n' Water* editor, Deb Aronson, I tried three more times to have our designer recognized. Finally, he has been elected, an honor that in my opinion is well-deserved, and long overdue.

Printed below is an article about Sandy and his contributions to sailing written for the Chesapeake Bay Magazine. ▲

Gordon K. "Sandy" Douglass October 22, 1904 – February 12, 1992

By Tom Dove, reprinted with permission from Editor Joe Evans, Chesapeake Bay Magazine, 2018

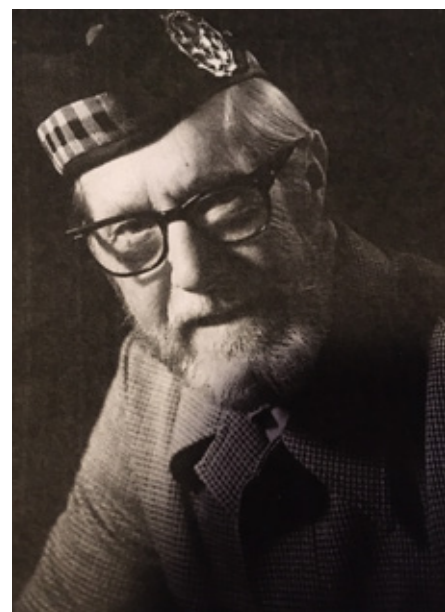
Gordon K. Douglass, known as Sandy to his many friends, was a successful sailboat designer. He combined curiosity, art, and skill with materials, education, craftsmanship and ego in varying percentages. Sandy Douglass created the Thistle, Highlander and Flying Scot One-Design sailboats. He possessed a bit less technical education and somewhat more self-confidence than others. He approached every project with focused determination and capped it all with salesmanship. Douglass recognized that being born into a well-to-do family in a prosperous neighborhood launched him with a running start. His father was an upper-level manager for a New York company, and his passion was for canoes. By 1904, when Sandy was born, the canoe craze was winding down, but racing these narrow craft under sail and paddle was still popular. Douglass grew up with the sport and he excelled at it.

We don't hear much now about the popularity of canoes in the 1880s and '90s, but it rivaled the simultaneous nationwide boom in bicycling, just as kayaks and SUPs have caught on in this century. Lightweight, simple and easy to launch, store and maintain, the canoe became the first Everyman's boat. On any

pleasant weekend, the lakes and rivers of New England were filled with couples and families on canoe outings.

Contemporary literature included adventure stories of canoeists who traversed remote waters and even crossed seas in the little craft. The 1866 publication of "A Thousand Miles in the Rob Roy Canoes on Rivers and Lakes of Europe" by J. MacGregor kick-started the craze. Almost half of Douglass' autobiography, *Sixty Year Behind the Mast*, is devoted to his exploits in canoes. He brags about his successes, analyzes his failures, describes his innovations, and draws a clear picture of life in a competitive upper-class family in the early 1990's. It's worth reading just for the period atmosphere.

His life spanned two world wars, the booming 1920's and its crash, the Great Depression of the 1930's and the postwar Baby Boom economy. Family money insulated him from the worst of times. His father bought an island in Lake Ontario in 1936, which provided Douglass the freedom to pursue a tenuous career as a portrait artist during the Depression. He supported himself working as a lofts man in a shipyard during the Second World War, where he polished his designs and construction skills.



But his life on the water started with canoes. Canoeing was not just paddling, although he was quite successful in international competition with that. It's also about sailing, and a slender sailing canoe was a fast boat indeed.

Since the water of New York State's lakes get too hard for boating much of the year, he also embraced iceboating with enthusiasm. The man had a need for speed.

Continued On Next Page

Simultaneously, Douglass developed skills in boatbuilding. In those days, lightweight canoes were constructed of thin layers of wood. A 19-foot sailing canoe might have thousands of tiny nails in it, each one driven with a hammer outside and a heavy drift inside to clinch the sharp edges over the wood. This technique calls for meticulous workmanship and lots of time.

Much of Douglass' later design inspiration came from such fast, unstable craft. He was thrilled by the speed and intense competition, but in time he realized that sailing canoes were a dead end. Like Chesapeake log canoes, they were so over-rigged and under hulled in the water without a balancing crew. Heavy winds would knock them down and even moderate seas would bury them. That's fine when you are young and athletic, but less appealing to older sailors, which corresponded to the time most people were established in jobs and homes and actually had a bit of leisure time.

Three forces drove the evolution of this hard-core canoe and iceboat builder and racer to the forefront of mid-century sailing dinghy design. One was studying Skene's *Elements of Yacht Design* (1904) and Manfred Curry's *Aerodynamics of Sail and Yacht Racing* (1928), which complemented his Dartmouth liberal arts education with some engineering knowledge. The second was competing against the legendary British master designer/builder, Uffa Fox, who developed the International 14 - the precursor to every planning sailboat for the rest of the century. The final puzzle piece was U.S. Plywood's invention of a process that could create complex shapes out of laminated wood veneers.

By the 1940s, Douglass had come to believe that a boat should be fast, sea-kindly and simple. It should also be fun to sail by an average couple, easy to build, and trailerable. And, it must be suitable for day sailing and racing competitively with other boats of its class. This formula, expressed in 1945, propelled him to forefront of the small boat world.

His timing was perfect. Servicemen were returning from the war and taking stable jobs in a humming economy as they

settled down to raise families. These parents of the Baby Boom has some leisure time, discretionary income and an urge to own the latest stuff - cars, furniture, appliances and boats.

Along the way, Douglass invented lightweight sailing hardware made of stainless steel instead of cast bronze. After the war, several new companies adapted his designs to create the familiar blocks and fairleads that sailboat racers still use today.

Douglass and his partner, Ray McLeod, turned production of his first design, the Thistle, into a thriving business in Ohio. He marketed the boat tirelessly - racing and establishing fleets around the country. By adapting the successful Lightning Class rules, and keeping the boat strictly one-design, he ensured that the sailor who bought a boat one year would not be outdated by next year's model. Success in events like *Yachting Magazine's One-Of-A-Kind Regatta* in 1949 showed the Thistle to be fast, simple and fun. Douglass knew the top skippers of the time and capitalized on those relationships.

McLeod and Douglass disagreed on many things, from design to production to marketing, and they eventually split shortly after introducing a new design in 1951 - the powerful three-man, 20-foot, Highlander. A friend of mine described a Highlander outing as similar to ride on a sled down a steep hill - exhilarating but on the ragged edge of control.

McLeod continued to build the Thistle and Highlander, while Douglass and his wife, Mary (1907-2005), moved on to plan his next project. Mary had considerable influence on his boats, activities, and his success. When her enthusiasm for Thistle racing waned a bit, Douglass realized it was time to move to a different style of boat.

The goal was to create a family boat that would combine trailerable size with comfortable seating for four adults, great stability, good speed and an easily-handled sail plan. It had to be strong and require little maintenance. The result was like his most recent successful design, the Highlander, but easier to handle.

Fortuitously, the next leap in technol-

ogy happened. Just as molded plywood made possible factory production of the Thistle, a new material revolutionized boat production - glass reinforced plastic (GRP), also known as fiberglass.

Building a fiberglass boat is much like building a molded plywood one, only more consistent and simplified by one step. In either method, the first step is a wooden prototype, which the designer sails, refines and de-bugs. Once the prototype is optimized, it becomes the male mold, or plug, from which the female models are made. In fiberglass production, new hulls and other finished parts are formed in molds, which are polished and waxed to keep the parts from sticking.

Douglass had the skills and was in the right place at the right time. All he had to do was learn how to use fiberglass and resin to lay-up the hull. That is not a simple task, but he figured it out quickly and was cranking out new boats within a year of making the prototype. Douglass's boat was first produced in Ohio, but after the state decided to run the interstate highway through his house, he relocated to Oakland, Maryland. In addition to Oakland's attractiveness, reasonable housing and labor prices, it also boasted the beckoning expanse of Deep Creek Lake.

All the while, Douglass indulged in another passion: barbershop quartet singing. Over the years, he gained recognition within the Society of the Preservation and Encouragement of Barbershop Quartet Singing in America.

The Flying Scot was his final design, and I consider it almost perfect as a family boat for day-sailing and racing. It's few flaws, a result of Douglass' stubbornness, are not fatal, only anachronistic. The hull is exceptionally stable, a result of wide beam and unique underwater shape. A full-sized man can step from the dock onto the foredeck and the boat stays nearly level - remarkable for a 19-foot boat center boarder. This stability also means it's easy to move about underway and do all the things you need to do when sailing a small boat. As with every boat Douglass built, it is strong. Structural problems are rare, even after decades of racing.

An average couple can sail and race a Flying Scot without great athleticism. Douglass hated hiking straps and, following his lead, the class forbids them. The Annual Wife-Husband Regatta tells you what you need to know about the prevalence of the couples in the class. The seats are exceptionally comfortable for day-sailing and the easy motion of the boat instills confidence.

The Scot rig is a simple sloop with only two serious flaws: a medieval reel wire halyard that breaks handles regularly and a long discredited roller furling boom system. These remain out of sheer determination to not change anything.

The boat is fast enough, although not a hot performer by today's standard. Few would consider it as pretty as the Thistle. Peter Hale told me about Douglass bringing the first Scot to Rochester Canoe Club to promote it, but Hale literally sailed circles around it with this Thistle on the race course.

Douglass's boats have never been the least expensive on the market, as there's

no skimping on the quality of materials. A new Flying Scot costs about 25K. Older models hold their value well, so an owner ultimately gets more back after years of trouble-free sailing than someone who buys a cheap boat that weakens and depreciates rapidly.

Thistles are still racing. A new one costs about the same as a Flying Scot. There have been several builders, but all stick closely to the one-design hull and rig conformation. Builders switched to fiberglass some years ago, but wooden boats remain competitive on the race course today.

Besides, old wooden Thistles are flat out gorgeous, with shining varnish, oh my.

The Highlander class is still going, with newer boats being built of fiberglass by Allen Boat Company in Buffalo, NY, but the class never grew as large as either the Thistle or the Flying Scot.

Harry Carpenter, who bought Flying Scot Inc. from second owner Eric Ammann in 1991, started working for the company in 1978. Harry and Karen

Carpenter's daughter, Carrie, and her husband Tyler Andrews, have taken over Flying Scot in recent years. So "keeping it in the Flying Scot family" has taken on a new meaning. Carpenter knew Douglass well, so he shared a number of insights with me in a recent interview. A longtime competitor in the class, Carpenter had him as a racing crew once and found that Douglass liked to cover, not break away. He was very calm when racing, never raising his voice.

"Sandy often said there were two sides to every argument - his side and the wrong side. He was very blunt; very polarizing. You either loved him or you hated him. He was very opinionated and once he formed an opinion, he didn't change. That held in other areas, such as politics, as well as in boat building."

"He was a perfectionist. Once he watched an employee varnishing and said, 'There's a bit of a dry spot here'. The worker said, 'Here, you can do it', and dumped the can into the boat."

Continued On Page 23



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-Gordon S Douglass

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FSSA Raffle Captures the Attention of Flying Scot Sailors

By Bill Vogler, FS#6140, FSSA Past President

“I was simply blown away when they called my name. I still can’t believe it. THANK you FSSA!”... was the response of David Rousseau from Massachusetts, long time Flying Scot Sailing Association (FSSA) member and sailor, one of two winners of brand-new Flying Scot sailboats.

Bill Parker, a Michigan resident, responded, “When I first saw that I was a new boat winner in the raffle, I couldn’t believe it was real!” ...after he won the second new Flying Scot sailboat.

The boats came replete with new sails and a trailer worth a total of \$27,400 each, in a raffle drawing conducted on-line, Friday, April 17th, 2020.

The drawing was the brainchild of the

FSSA Executive Committee with the purpose of raising \$5,000.00 for the Flying Scot Foundation, which uses funds to promote educational and fleet development activities for the Flying Scot sailboat. In addition, it was believed that a new boat raffle would promote general excitement about the Flying Scot boat and would provide support for the boat builder. A win-win-win for everyone in



Bill Parker



Dave Rousseau



Jennifer Ikeda



Peter Barclay



Tom Adomat



Linda Nicholson



Gary Close



James Hudson

the Flying Scot world. The new boats will be built by Flying Scot, Inc. in Deer Park, Maryland.

In all, there was a limit of 360 tickets, sold at \$150 apiece, with the stipulations that: no one could buy more than five tickets; there would be gift certificate prizes for 9 participants who didn't win a boat; and only one prize could be won per person. It was intended for each participant to have pretty attractive odds at winning something (1 in 32).

The drawing was originally to have taken place live at one of our nationally sanctioned regattas in early Summer, but a pandemic intervened. The whole country was sequestered due to the Covid-19 virus pandemic spreading near and far, so the drawing took place on-line through a Web Ex meeting. After the President of FSSA, Bill Dunham made a few comments, he drew the names of the winners out of a jar, live in front of a camera. It was estimated that 100-150 people watched the drawing. What a

way to spend a Friday night "in shelter"!

After the two boat winners' names were drawn and posted, subsequent prize winners names were also drawn by President Dunham. They were as follows:

- Jennifer Ikeda \$1,000
- Peter Barclay \$900
- Tom Adomat \$800
- Mark Foster \$700
- James Fletcher \$600
- Linda Nicholson \$500
- Gary Close \$400
- James Hudson \$300
- Garrett Lucas \$200

The cash awards were used for gift certificate prizes from a menu of choices from our long-time sponsors:

- a) Flying Scot, Inc. b) North/Mad/Ullman/Quantum and/or Rooke Sails,
- c) Annapolis Performance Sailing (APS),

d) West Marine, and e) Sailors' Tailor.

Carrie Carpenter, owner and builder of Flying Scot, Inc. commented that the factory would "double" the price of a ticket towards the purchase of a new Flying Scot boat. For example, purchase of 2 tickets at \$150 each would reduce the price of a new Flying Scot boat by \$600. Carrie can be reached at: www.flyingscot.com.

In all, the raffle process and drawing appeared to have been great fun and wonderful entertainment, including for those who did not win. It was exciting to think that everyone watching the drawing had a chance to walk away with a brand new \$27,400 boat, trailer, and sails for only a \$150 donation!

So, all that remains to be said is "Congratulations to the winners," and to repeat a comment heard from a raffle drawing attendee just prior to hanging up:

"We'll have better luck next time."

That sounds just like a typical sailor! 🚢

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Crew-Z-ing

By Jay Horowitz, FS#6196, Florida District

The author hikes hard while his son drives.
Photo courtesy of NauticalPhotography.us



Summer camp—Northeast Ohio, 1969...the “waterfront” was a 200 ft. wide “beach” on a creek, downstream from a trailer park that was maybe ¼ mile across, the water flowing so slowly that the camp hired an inebriated local to install pipes attached to an air blower to keep it moving – barely.

Not far from the beach outhouse the camp owned 2 rowboats, 3 canoes and

a hard styrofoam, Sunfish-like sailboat, like the ones seen in the Kool cigarette ads of the time, albeit with a red striped sail not the Kool green. I doubt anyone had sailed it. After a search for the rudder, tiller, mast/boom and centerboard that took several days (days I didn’t have to actually swim in the coliform-enhanced “lake”), I cast off. The extent of my knowledge of sailing was - pulling the tiller to me made me go left, pushing away went right, and

pulling the rope made the boat tip to one side— the harder the pull, the more the tip (the more fun!). Neither wind direction nor the relationship to the sail reached a level of relevance. Coaching? Hah!

Fast forward—family vacation 1975 at Vacation Village in San Diego. Each child got to pick out an activity to do individually with our parents. Having not been on a boat of any kind since summer camp I naturally chose to rent a sailboat, assur-



Future World Champion, so proud of his new "Opti."



Love, it's a family thing.

ing my parents I knew exactly what I was doing (my previous experience being so thorough and enlightening). Somehow the propensity for disaster was averted and we returned to shore largely due to a favorable current and a very light breeze.

A summer job during high school as an orderly at a hospital led to both admission to nursing school and summer jobs as a scrub "nurse." In 1980, renowned surgeon, Avrum Froimson MD, was appointed Chief of Orthopedic Surgery. On his first day I was assigned to his operating room. After the cases were complete he mentioned that he raced sailboats ("Ave" had sailed Ensigns and then Tartan 10s after service as a Navy doctor) and that scrub nurses made excellent crew: they knew how to take orders, they knew things were set up in a certain order, and that actions also happened in a certain order. (There may have also been something about the notion that surgery and sailing had another thing in common; hours of boredom followed by moments of sheer terror, but I might have let that one escape my consciousness.) And so some innate love for the sport of sailing and crewing on sailboats truly began.

I quickly learned the lingo: sheets, shrouds, tweekers, vang, backstays, travellers, etc. and most importantly, foredeck—where I lived in the short Cleveland sailing season for the better part of the next 20 years. I began to appreciate the basics of

the rules, the tactics and the strategies of this complex 3-dimensional chess game played on a constantly changing board. I learned the value of communication, trust, friendship and teamwork and while we generally finished in the top half with some occasional moments of glory, I had an amazing amount of fun. Club races many weekends, Cleveland Race Week, Bay Week at Put-in-Bay, Falcon Cup...so many great memories, and as the "first-mate" I was also on board, moving the boat around the south shore of Lake Erie for events at other clubs. Ave trusted me at the helm during these transports and I occasionally steered a race when he couldn't be there. But my niche and joy was as crew.

During this time I got married, got my license as a Certified Registered Nurse Anesthetist; an advanced practice nurse providing anesthesia services during surgeries. Karen and I started a family—Julia and Dani bracketing a boy named Zeke. I was fortunate to buy an older home in the City of Cleveland on the shores of Lake Erie; even built a makeshift ramp to winch a Phantom and Force 5 up and down the 30 ft. bluff. The kids were in the 50 degree water as early as May. Everyone enjoyed the dinghies in the short Cleveland sailing season. At age 4, Zeke crewed for me!

About that short Cleveland sailing season—the winters are long (so long), the spring is gray (so gray) and rainy (so rainy) through April and into May. Lake Erie hits

a high of about 75 degrees around July 4th. In 1997 a professional opportunity in Sarasota, FL gave us a chance to escape the gray and rain and with the kids being young enough (Zeke was 7) that a move wouldn't ruin their lives. We made the move South.

Again, we got lucky to find a house with access to Sarasota's Big Pass, where we continued to sail the Force 5 and Phantom, though my crewing days were on what turned out to be a lengthy hiatus.

The Sarasota Sailing Squadron has a long history of supporting a youth sailing program that starts with a summer, learn-to-sail program (in Optimists) open to any kid in the community. The second summer is a learn-to-race program. The session culminates with the Squadron's annual Labor Day Regatta. Zeke's participation in this program turned out to be a life-changing event for the entire family. We saw places in Florida we'd have never seen were it not for travel to youth regattas. (As a Northerner we knew all about Florida oranges, but who knew there were so many cows?)

Before the Sunfish World Championships held at the Squadron during this time, we were rigging Zeke's Opti for practice, and happened to overhear several "vintage" Sunfish sailors talking about their children, grandchildren and various long-ago events sailed at venues all over the world. Clearly these folks had longtime mean-

Continued On Next Page



Eight year-old Zeke shows off his downwind “chops.”

ingful relationships with their sailing community. Incredible friendships had been formed and cemented through this sport. This left an indelible impression and desire to participate in sailing on a different level.

Events in Florida turned into events around the US as Zeke participated on the Opti national team and attended numerous regattas and training camps. By the time he was 10 his sailing knowledge far exceeded my own! We met lots of young sailors and their families, and indeed began to develop relationships, many of which we continue to relish today. We have been asked what the name of our Flying Scot—JaMing-O means. It comes from our friendships with two members of Zeke’s Opti sailing team; Jason Kuebel (Ja) and Olivia Ceraolo (O with a halo) and our family dog, Mingo, all of whom passed away far too soon. (our hull graphic is from a picture of Jason and Mingo together). Every time we set sail on the Scot it’s with their memories and the fun and good times we shared in mind.

National events turned to international events in places like Canada, Bermuda, Mexico, Germany, Italy, France and Uruguay. Karen or I accompanied Zeke for most of these adventures with the exception of the making of an iconic Opti training video filmed in Argentina, where Zeke went by himself for 2 weeks, having just turned 14.

Aging (sizing!) out of Opti’s led to Laser sailing and high school sailing and college sailing at College of Charleston, where we met Flying Scot legend Greg Fisher, who was the Sailing Director at the time. Greg soon became a mentor and a great friend to our entire family.

We had always talked about sailing together someday not only for fun, but



As regatta chairman at SSS, Jay hands his 10 year-old son one of his first (of very many) trophies.

now also as a kind of return on my investment! Unlike many of the father/son duos, by our natures and experience, we would reverse the typical father/skipper, son/crew paradigm. We had sailed a Scot one time together at the Squadron while Zeke was in High School (I remember dropping 2 halyard cranks in the water that day). With its active class and history in the US and at the Squadron, cost, team weight range and moderate physical requirements and demands, the Scot seemed like a really good fit for us: a kind of perfect imbalance that plays to both of our strengths.

So what’s it like to crew for a professional, who is a two-time World Champion and Rolex Award finalist, and whose experience and knowledge exceeds your own by orders of magnitude? Actually it’s inspiring! It makes me want to do my best on and off the water (much as Karen inspires me to be the best husband). Whether that’s by keeping the trailer maintained, working out harder, hiking quicker and harder, getting the chute down faster, “feeling the boat” for proper crew placement or making sandwiches and buying beer. How lucky am I to be able to listen to real-time strategy and tactics with this guy? To learn and see what affects sail shape and the interaction of jib and main, current and wind, clouds and sun. To look up the course during pre-start and see what he sees (better stated—try to see what he sees). How the hell does he see that rightly up by the mark?

This is a far different scenario from Zeke’s other sailing ventures, where all he does is steer or call tactics, and he can

simply focus on a much smaller array of input and data since he has the support of similarly competent teammates. Sailing with me requires him to do it all. I try to provide relevant information, but even when doing so require that he confirm it. I’m getting better but I’ll never reach the level of the pros!

Zeke thinks he yells at me during races. When he does it is always accompanied by an immediate (and unnecessary) apology. But he is always complimentary when I’ve done something right, and always at the end of a day’s racing. We have more of a friendly relationship than your typical father/son dynamic. Ironically, my kids always called me “Jay” while the kids on the various sailing teams always called me “Dad.”

It is very satisfying to work really hard at something and be rewarded with a great outcome. But it’s not the only thing. At the NACs in Sandusky we just didn’t sail that well downwind on the final day. We were both disappointed in our performance. Going into the last race I sincerely suggested that perhaps he should trim the chute, maybe I was just having an off day. He immediately and resolutely refused. We’re a team and we’ll win or lose together.

Our time sailing together is truly one of my life’s great joys. I know Zeke feels the same. We both enjoy doing well but we’d do it and love it even if we never won another trophy. I hope we can continue to sail together in a Flying Scot for a long time, but just in case, does anyone know where I can find one of those Kool boats? ▲

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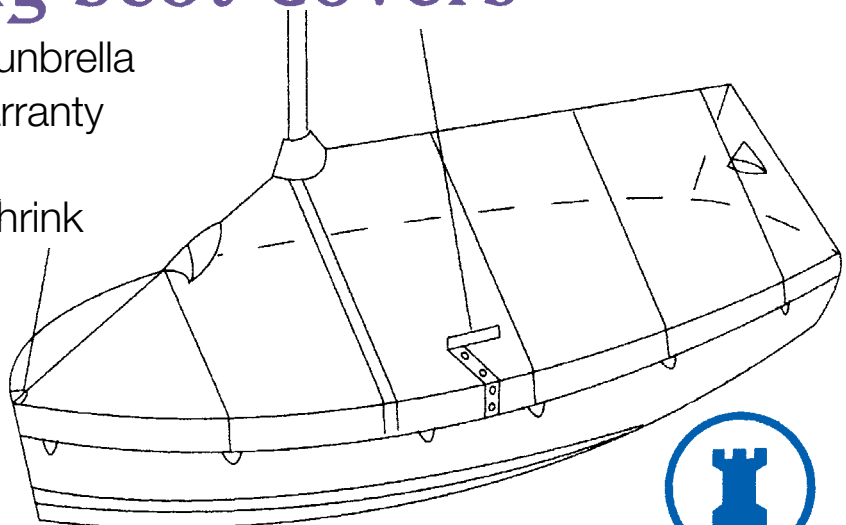
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A Flying Scot Down Under

Excerpts from “Flying Scot #6181: My Journey Onto The High Seas” by Robert Hynen

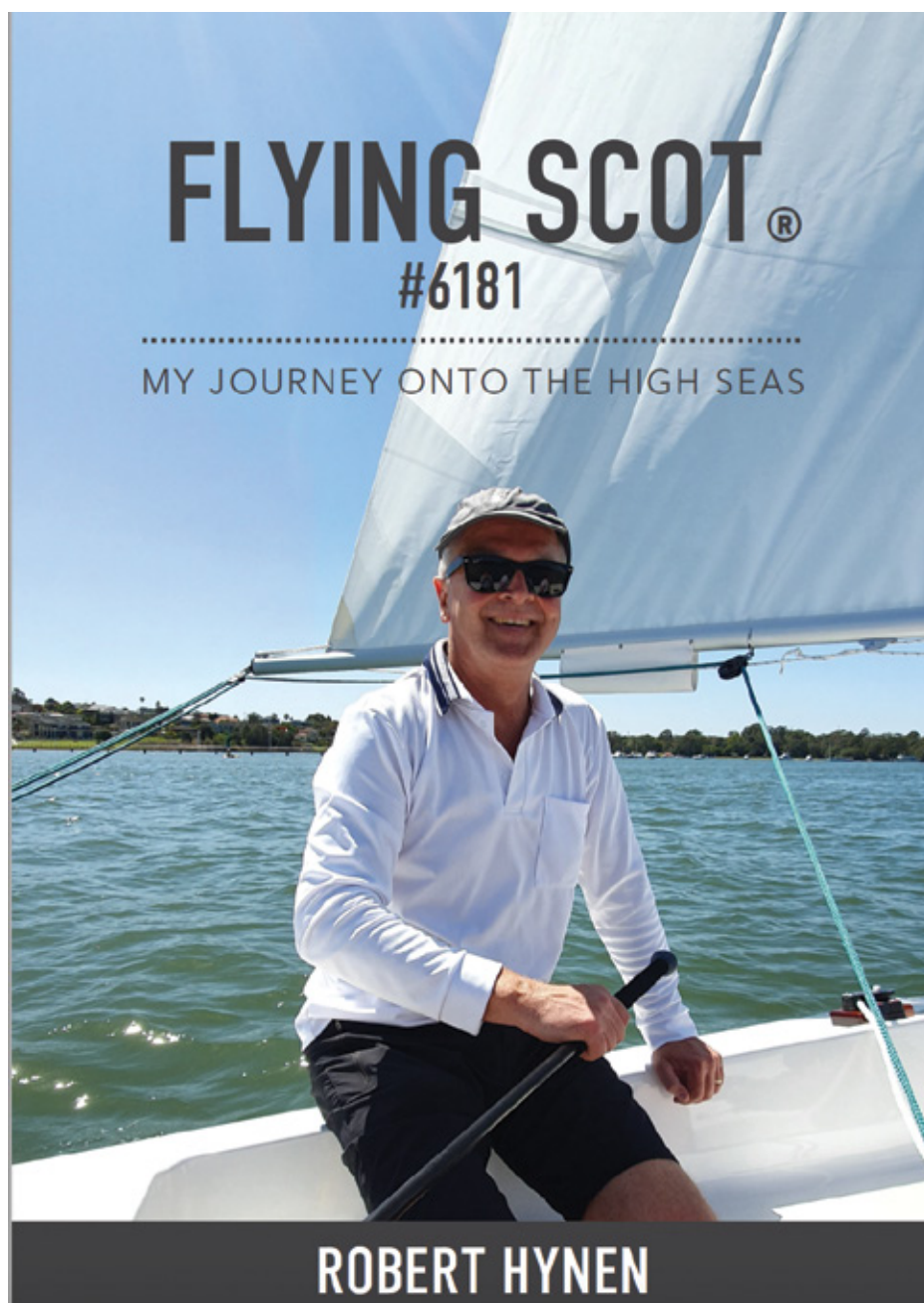
It was at that time I began searching for what could be an ideal boat. No harm in researching and dreaming! With so many sailing boats on the market, yet so many didn't suit what I was looking for in sail boat. Not sure if I'm just a picky chooser, or if I had particular attributes or requirements that I wanted from sailing. So the search began...

Clearly there were some elements I knew I wanted and others not so desirable. Firstly the sailing boat needed to be small enough to trailer, yet big enough to really enjoy the world of sailing. Classic lines and traditional form, without any of the new and passing fads.

It dawned on me that so many sailing boats required either hiking out on a trampoline with a minimum of two people precariously in the balance to harness control, fly-by-wire where sailing was often met with capsizing, or a very sedate half cabin with all the cooking and bunk beds to boot. Not what I was looking for. So many hours searching sailing data banks, reviews and pictures online, I knew what I wanted and what I didn't want. Not a heavy or sluggish trailer sailer, nor a fly-weight craft requiring arms and limbs to be flung out from bow to stern and port to starboard just to stay upright.

As it turns out, there are many types of boats I came across that would tick most but not all of the boxes. So I certainly needed to highlight those elements that were important to me.

Above all it needed to be a trailer sailer,



it also need to be nimble, buoyant, safe, classic in design, well engineered, and able for me to learn to sail as a novice while offering much more to grow into without having to upgrade to another boat for some time. Looking for a boat that the family could enjoy together and be able to experience the wonderful and exciting world of sailing adventures together.

It was so easy to eliminate boats, both new and used, when a key element did not fit my criteria. Yet I came across one type of sailing boat that ticked all my boxes. Hard to imagine but true, I did find just the type that I could see myself enjoying and sailing together, either as solo or with the family.

The sailing dream was coming alive...

...The boat I discovered was the Flying Scot. A beautiful looking craft that ticked all the right boxes. So of course, I needed to learn more about them. The Flying Scot was first designed in 1957 by Gordon (Sandy) Douglass, an American born in Newark New Jersey, who loved small boat racing and had previously designed the Thistle sailing boat.

The first challenge was realising the Flying Scot are made in the USA. That's ok, so I set out to find a local distributor that would have stock or knowledge about them. Searching and contacting local distributors to no end, I quickly turned my attention to the Flying Scot website, a treasure trove and a wealth of information.

Eager to know more, I peered inside to an abundance of information on all matters Flying Scot, absorbing data, pictures and videos and learning about the boat building process to better understand the Flying Scot.

I took a chance one day and sent an email to Flying Scot Inc informing who I was, living in Australia, interested in a Flying Scot and asking the question, did they have a manufacturer or distributor here in Australia? Naively I somehow thought there may have been someone out here able to assist or able to deal in Flying Scot sailing boats.

Excitedly I received a reply email from Flying Scot Inc, equally excited and

Continued On Next Page



Our Scot finally arrives in Sydney.



Christine and Cooper welcome our Scot to Australia.



Arriving at our home.



Our boat takes shape.



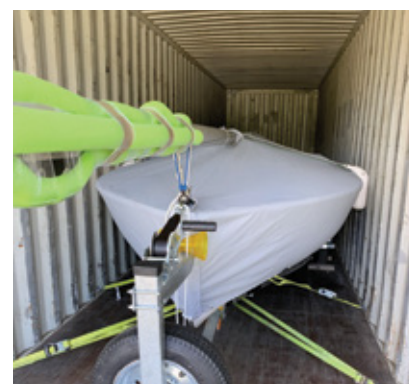
Melanie Dunham, Carrie Andrews, Christine and Rob at the factory



Our new Scot has a name.



Harry Carpenter supervises the loading of Flying Dutchman.



Loaded in the shipping container.

pleased to hear of my interest, especially from someone in Australia. However, as they informed me, it's a family business and their boat building has been well established and only made in Maryland USA. Well, that put the prospect of owning a Flying Scot into the 'too hard basket'.

Such a shame as the AUD/USD exchange rate was in my favour. Or so I thought. The factory had not previously shipped a Flying Scot to Australia, but would be very interested to build and supply one for me.

At a rare time in the history of the Aussie dollar, it was soaring above the US dollar, dreams of sailing a Flying Scot was so close, yet so far away.

I spent more time researching all the details of the Flying Scot, to better understand if this really was a sailing boat for me.

Unfortunately I had to put this idea to bed for the time being, as it just seemed too hard to purchase a boat without seeing or sailing it, was this really the kind of boat for me? What a conundrum...

...Further correspondence with Flying Scot Inc via email allowed me to better consider why a Flying Scot was the right sailing boat for me. Reviewing key attributes once again; very stable, a trailer sail, buoyant, can be sailed with several people or on my own, clean lines, popular to racing, proven track record, one design boat since 1957, quality of craftsmanship, well engineered, easy to rig and a great boat to learn sailing in through to experienced sailors. It seemingly became my perfect boat...

...There's a family saying that goes a little like this, Christine says "I've been thinking!" We all know that it usually means an extraordinary thought. Meanwhile, I knew that I would retire from work early 2019. Christine then goes on to say, "if you really want to buy a Flying Scot, why don't we travel over there for a holiday, and see the boat for ourselves? We can take a look at the factory, see how they build their boats and maybe sail one! If that's what you want, then you can sail and order one

while we're there. At the same time we can have a well-earned holiday to celebrate retirement."...

...By late April 2019, we were on our way, travelling to Hawaii to enjoy the sun, sand and surf. We then travelled onto New York and Washington, sightseeing and learning along the way about the American Civil War at Gettysburg with our destination Flying Scot Inc factory at Deep Creek Maryland mid May 2019.

We arrived in downtown Oakland near Deep Creek Lake to gather supplies and staying in a typical summer holiday timber lodge back along the lakeside. Looking forward to meeting Carrie and Tyler, the following morning was cool but sunny.

From correspondence with Carrie, we had planned to visit the factory in the morning and go for a sail in the afternoon. Preparing for sailing, I packed my bag with suitable attire in readiness for a cooler breeze and possibly getting wet.

Carrie, Tyler, Melanie and the entire Flying Scot boat building specialist team at the factory were very welcoming, show-



The day of "Flying Dutchman's" maiden voyage.



She floats!



Continued On Next Page



"Flying Dutchman" sails past Kissing Point Park, near Sydney.



Sailing wing-and-wing with son-in-law, Sam.



"Cooper, the sailing beagle."



The joy of sailing a Scot.



Daughter Kirsten enjoying our new Scot.

ing Christine and I around the family business. It was amazing to think we had arrived, after such a long time dreaming of sailing to be finally seeing a Flying Scot become all too real. What will it actually look like, feel like, and how will it sail? To finally see it in real size instead of on a screen, to absorb the atmosphere of such a beautiful and classic sailing boat. You could say it was like being a kid in a candy store!

After an exposure of all the senses with boats being built, newly finished Scots, boats being repaired by “Moose” and others being prepped for shipping. Truly an inspiring place to be.

Tyler and I took the demo Flying Scot out for a sail on Deep Creek Lake in order to get to know and experience the boat. Taking a short drive from the factory out to the lake, we parked on the shoreline, Tyler showing me what was needed to get the boat ready. This was a great way to absorb Tyler’s wealth of experience, knowledge and knowhow in stepping through sail preparations in setting up a Scot. Tyler certainly got me to do as much hands-on preparations as possible, to hopefully remember them easily. It definitely felt overwhelming to all my senses. Working out which sailing part goes where, to how parts come together to have a Scot finally assembled and ready to sail...

...It didn’t take long during our sail that reality dawned. This was the sailing boat for me! I had a great afternoon with a full day to think about all boat aspects, to decide on the details of ordering and purchasing a new boat. Let alone, how to get a new Flying Scot back to Sydney, it was seemingly a growing list.

Speaking with Carrie at the factory, there were lots of options to consider. Will it be just a daysail or for racing? All the options of rigging, colours, boat name. How will we get the boat back to Sydney? Luckily some of these options I had worked through in my mind with the help of Carrie in earlier email communications, while other options could still be worked out over the coming weeks before build starts. Yes, we would have a spinnaker, and worked out the colour options of both the boat and spinnaker. There were lots of other rigging options

that Carrie helped work out and suggest what would be best.

We had previously explored the general nature of how to import a boat with trailer. Well that seemed fairly straight forward, but still unsure if it would all work out. Of course there was the boat and trailer inspection and registration to consider upon arrival in Sydney, all importation paperwork to figure out, how much would that cost and would there be a hitch to the plan? Shipping and importing a shipping container with a boat with trailer inside, was really something I needed to leave to the experts. We spent the following morning with Carrie, refining the final details to our new daysailer, and trailer built to Australian standards. Many options to consider but many decisions were made. And just like that, the order was placed!...

...Early August 2019, a series of photos showed our Scot all finished and being prepared for transport to Sydney. Our #6181 was being moved outside in the morning sun as the shipping container arrived at Flying Scot Inc on the back of a truck...

...There she was, loaded and strapped securely in the shipping container, barely an inch to spare on her sides, ready for the long voyage across the oceans and halfway around the world. A sea journey that would take her down the east coast of North America, through the Panama Canal with a long-haul sea journey across the Pacific Ocean. All-in-all, taking 37 sea days to complete the journey...

...The day had arrived, quite a hot sunny day with great anticipation of sailing becoming real with the arrival of #6181. We arranged pickup at 11am. Once locating the warehouse frontage, in the maze of containers stacked a mile high, there she was. Gazing outwards enjoying the sunshine in a frozen moment, all tied up, gleaming and ready to come out of her 37 day hibernation...

...Clearly our new Flying Scot needed a name. Something personal, but showing respect to history and to the boat. As my ancestry is of Dutch heritage, it was a unanimous family vote, our new Flying Scot will be named, Flying Dutchman!...

...The Flying Scot is truly suitable for the whole family to enjoy, from an absolute novice to experienced sailors. Even Cooper

the Beagle came for a sail and absolutely enjoyed the day out and adventures. He managed to gain his sea legs rather quickly and successfully. Wearing his life vest and booties to both protect the boat, but to also give him some traction. His ears flapping in the breeze, nose pointing into the wind, he seemed to love it.

Sailing from Bayview provides ample space to park and rig the Flying Scot before driving to a choice of boat ramps. Plenty of room for mooring with modern pontoons making it relatively easy to set sail.

On the other side of the water we find the Royal Prince Albert Yacht Club and Marina. It exhibits a wealth of luxury vessels ranging from massive motor cruisers to exhilarating maxi sails, the home of Wild Oats X. Not too far away and near Scotland Island, diagonally opposite to the yacht club, moors the predecessor to Australia II, the winged keel yacht that won the America’s Cup in 1983. Bobbing up and down on the water is Australia, which attempted to win the America’s Cup four years earlier in 1979.

The run along Pittwater is great and exhilarating, tranquil sail with many smaller and mixi yachts venturing out for the day, some even making their way to open waters. It is such a thrill to sail up to the top of Sydney’s northern beaches peninsular, lining up to Barrenjoey Headland and Lighthouse. At this point you tend to notice the ocean swells become most evident, the long wavelengths rising and lowering us while sailing. This is the gateway to the massive waterways leading up the Hawkesbury River. This location has become our turning point...

...It has been one year since we commenced this glorious adventure to discover the Flying Scot. From visiting the birthplace and factory, meeting the skilled boat builders of the Flying Scot family, sailing on home waterways of Deep Creek Lake, watching the creation of Flying Dutchman come to life. To celebrate her home ‘down-under’, I felt it was only fitting to write her history-making moments. The life of the first Flying Scot in Australia.

This truly has been a remarkable journey, from concept to fruition, the first Flying Scot landing in Australia. ▲

What's in a Name?...

Bartender, Please Set Me Up!

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

When Sandy Douglass dubbed the boat a Flying Scot, the Scotch puns began to flow immediately. *Scots n' Water!* My own Florida District Governor, Laura Marriott, sails with her husband aboard Hopscotch, a nod to both their homebrewing of beer and their love of the noble dram.

For Mark Gruber, Fleet Captain at the Garden State Yacht Club in Lake Hopatcong, NJ, the name for #6153 is *Flying Scotch*. For a single-malt scotch drinker, what would be more fitting? As Mark wrote "With the electric motor and the stern ladder, there wasn't much room to spell [the name] out. So my new friend at FS, Tyler, had the graphic designed for me."

And a lovely graphic it is!

As alert readers will remember, Mark Gruber was profiled in *Scots n' Water* 63 #5 last winter. A life-long sailor on Lake Hopatcong, has also sailed Sunfish, Comets, Jet 14s, Celebrity, and — in the British Virgin Islands — a 47-foot Leopard catamaran.

Sailing on Lake Hopatcong this summer? Keep an eye out for *Flying Scotch*—it should be easy to spot! ▲



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

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706 – Douglass; 1966; **\$3,000.00**; Robert Tingle; Richmond, VA ; bobtingle@verizon.net

1737 – Douglass; 1970; **\$2,000.00**; Jamestown, PA; tjackson@rollins.edu

2022 – Douglass; 1971; **\$2,800.00**; Robert; Hopatcong, NJ; RNRung@yahoo.com

2052 – Douglass; 1971; **\$12,500.00**; Robby Brown; Miami, FL; 727-776-0818; robbyj24@gmail.com

2154 – Douglass; 1972; **\$2,000.00**; Daryl Van Valkenburg; Atlantique, NY; 917-584-7775; dfv285@gmail.com

3412 – Douglass; 1979; **\$3,900.00**; Alan or Gary; Minneapolis, MN; 612-723-0645 (Alan)/952-212-8583 (Gary); alanwit2000@yahoo.com

3810 – Douglass; 1983; **\$3,400.00**; Wilmington, DE; johnstdj@aol.com

3812 – Douglass; 1982; **\$5,000.00**; Jeff Ramer; Greenwich, CT; 203-637-1666; jnjks@aol.com

3927 – Douglass; 1983; **\$5,950.00**; Carlyle, IL; etellini@aol.com

3929 – Douglass; 1984; **\$6,995.00**; Curtis Hunt; Indiana; 217-260-4309; curtis.hunt10@yahoo.com

4118 – Douglass; 1985; **\$4,500.00**; Andrew Resnick; Carlyle, IL; drewresnick@gmail.com

4181 – Douglass; 1986; **\$5,500.00**; Peter J; Harwich, MA; peter.j.mcavoy@gmail.com

4279 – Douglass; 1986; **\$4,250.00**; Fair Haven, NJ; 908-403-7563; decotiis8@verizon.net

4441 – Douglass; 1988; **\$5,000.00**; Bob; near Cleveland, OH; 216-470-2442; rdzurilla@roadrunner.com

4723 – Douglass; 1993; **\$6,000.00**; 914-523-4699; sorio@netzero.net

4860 – Flying Scot, Inc.; 1993; **\$6,500.00**; Gary Raeker; St. Louis, MO; raekergary@yahoo.com

4967 – Flying Scot, Inc.; 1994; **\$7,000.00**; aquabriar@gmail.com

4998 – Flying Scot, Inc.; 1995; **\$9,600.00**; Gus Fingado; Oceanport, NJ; 732-492-8478; Gfingado@yahoo.com

5221 – Flying Scot, Inc.; 1998; **\$8,000.00**; Michael Caron; Newbury, MA; michaelwcaron@yahoo.com

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

5282 – Flying Scot, Inc.; 2000; **\$16,000.00**; Chris Schoendorf; Sturgeon Bay, WI; 920-366-4225; eschoendorf@cs.com

5322 – Flying Scot, Inc.; 2000; **\$14,500.00**; John; Cincinnati, OH; skipperjohn@fuse.net

5353 – Flying Scot, Inc.; 2000; **\$10,500.00**; David Areson; Truro, MA; 203-698-2331; dcareson@sbcglobal.net

5616 – Flying Scot, Inc.; 2005; **\$10,500.00**; Joe Todd; 817-675-2531; joemacktodd@yahoo.com

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Todd Murphy; Annadale, NJ; 908-413-6144; tmurphy00@icloud.com

5672 – Flying Scot, Inc.; 2006; **\$9,995.00**; Ray Laguna; Orlando, FL; 407-257-0992; raylaguna5@gmail.com

5708 – Flying Scot, Inc.; 2006; **\$11,500.00**; Mike Magner; New Orleans, LA; 504-229-1327; mmagner@joneswalker.com

5862 – Flying Scot, Inc.; 2009; **\$16,000.00**; Chris Schoendorf; 920-366-4225; cschoendorf@cs.com

6053 – Flying Scot, Inc.; 2014; **\$15,500.00**; Jim Stratton; Altoona, PA; 814-942-0019; jimstratton@atlanticbb.net

6061 – Flying Scot, Inc.; 2015; **\$13,900.00**; Donald Walbrecht; Delaware; 302-537-1602; swalbrecht823@yahoo.com

6066 – Flying Scot, Inc.; 2015; **\$14,000.00**; Rob Galbraith; Santa Rosa, CA; theboatnicks@yahoo.com

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

Spinnakers & Parts – see website for details; **\$500.00**; Jim; Florida; 561-315-7617; jrmer244@bellsouth.net



FS#4647 – Built in 1990 – **\$10,900.00** - All-white race rigged boat. As is but has recently had upgrades done at the factory including gelcoat repair, compounding of the hull and deck, and new safety tread and stemband. She is in good condition, needing only normal upkeep year to year. Includes an extensive list of accessories - 2 Fowler spinnakers, a Fisher spinnaker, 2 Schurr main sails, 1 Schurr Jib, TackTick compass with mount, cable lifting bridle, and mainsail flotation. Covers include; poly bottom, acrylic mooring and acrylic trailing cover. The boat comes on a 1989 Tee Nee galvanized trailer that was reconditioned in 2018 and includes a new spare tire.. **Call the factory today at 800-864-7208 or visit our website at <http://flyingscot.com/usedboat.html> to learn more.**

Eight Bells - Paul Moore

by Larry Taggart, FS#5510, FSSA Parliamentarian and Past President



Our Association lost another one of our stalwarts and legends when FSSA Past President, and longtime board member, Paul Moore passed away on Wednesday April 22, 2020. Paul served as Class President from 1987-1989, and served as chair of the Nominating Committee for many many years after that. He was also the first Class Parliamentarian.

I had the pleasure and honor of following him as I moved up the ladder in the FSSA. Not only did I follow him as Class President, but I also took over for him as

chair of the Nominating Committee and as Parliamentarian when he finally retired from those positions. In many ways he was my FSSA mentor.

Paul was a member of the Midwest District, as well as the Carlyle Sailing Association. He was always recognized by his sail numbers ending in "000", and the stars emblematic of a Past FSSA President.

He was a great advocate for the Class,

and was a builder's rep for a number of years. Our NAC Father-Son Perpetual Trophy was made — he loved to dabble in woodworking projects — and donated by him, and was presented by his sons at the 2018 NACs at Rush Creek YC. This award was special to Paul, as he almost always sailed with one or both of his sons as crew.

Given world events, funeral arrangements are unknown at this time. 🚩

STARTING LINE Calendar Of Monthly Events (FROM MAY 2020 TO SEPTEMBER 2020)

POSTPONED 1 YR

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

Date: 07/11/2020 to 07/17/2020

District: Greater New York

Info: Cnperez@yahoo.com

Regatta: 2020 Sandy Douglass Memorial Regatta - Deep Creek Yacht Racing Association - Swanton, MD

Date: 07/24/2020 to 07/26/2020

District: Ohio

Info: HighlandSky5837@gmail.com

CANCELLED

Regatta: 2020 Flying Scot Open & NY Lakes District Championship Regatta

Date: 07/24/2020 to 07/25/2020

District: New York Lakes

Info: mainstreetbandb@gmail.com

Regatta: 2020 GNY District Championship

Date: 07/25/2020

District: Greater New York

Regatta: 115th Annual Ephraim Regatta

Date: 08/01/2020 to 08/02/2020

District: Midwest

Info: ephraimregatta@eyc.org

POSTPONED

Regatta: 2020 Capital Districts - Fishing Bay Yacht Club, Deltaville, VA

Date: 08/08/2020 to 08/09/2020

District: Capital • Info: dcycotte@yahoo.com

Regatta: 2020 Fishing Bay 81st Annual One Design Regatta - Deltaville, VA

Date: 08/16/2020

Regatta: Crystal Ball Invitational Regatta

Date: 08/22/2020 to 08/23/2020

District: Michigan - Ontario

Info: joek3203@live.com

continued on back page

NEW MEMBERS

Capital

Boat # C3092 / Fleet # 155

James Hudson
Midlothian VA

Boat # 5046

Gregory Lare
Jenkintown, PA

Florida

Boat # 5246 / Fleet # 90

Oliver Buckwell
Miami Beach, FL

Greater New York

Boat # 6091

Perry Conte Stone
Harbor, NJ

Boat # 5193 / Fleet # 177

Victor Olsen
Monroe, CT

Boat # 5694 / Fleet # 24

Corley Rollins, NYC NY

Gulf

Boat # D985

Madeline Floyd
Little Rock, AR

Michigan-Ontario

Boat # D753

Brian Briggs
Oakland, MI

Boat # 3248 / Fleet # 34

Terry Cornelius
Auburn, IN

Boat # 1332 / Fleet # 15

Rick Kohl
Battle Creek, MI

Boat # 1764 / Fleet # 41

Steve Rajkovich
Grand Rapids, MI

Midwest Boat # 6137 / Fleet # 44

Michael Faugust
Punta Gorda, FL

Boat # 3412 / Fleet # 140

Alan Witebsky
Golden Valley, MN

New England

Boat # 2805

Tim Clement
South Portland, ME

Boat # 5478 / Fleet # 196

Douglas Martin
Sandown, NH

New York Lakes

Boat # 5249

Bill Cleary
Corning, NY

Ohio

Boat # 4594 / Fleet # 80

Neil Styler
McMurray, PA

Pacific

Boat # 2494

Joe Terry
La Jolla, CA

Prairie

Boat # 2377

Ken Ross
Larkspur, CO

Boat # 4411 / Fleet # 210

Libby Sitzes
Jefferson City, MO

Southwest

Boat # 2506 / Fleet # 170

Glen Spadin
Wichita Falls, TX

Continued From Page 7 **FSSA**

With all that, the work force at the factory has been remarkably stable. The current shop foreman had been there 35 years. "It took the right personality to get along with Sandy", Carpenter noted.

Douglass retired from national racing and sailed only locally after selling the company. He traveled to Europe at least once a year, but seemed to have no desire to compete there.

Douglass's son, Alan, had no interest in sailing or the company but Douglass made him work summers in the factory during his school years. In rebellion, Alan grew long hair, a hazard in factory work. Then one day he broke all the drill bits and left. But the family history of woodworking and music endured, and Alan later became a successful maker of pedal steel guitars.

After a family reconciliation, Sandy and Mary moved to New Mexico to be close to Alan, where they lived out their days. ▲



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Mesquite, TX 75181
(214) 341-1626
5658cumplings@gmail.com

STARTING LINE *Continued From Page 22*

Regatta: Scots on the Rocks

Date: 09/05/2020 to 09/06/2020 • District: Carolinas
Info: r98gaskin@gmail.com

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

Date: 09/11/2020 to 09/13/2020
District: New England
Info: dianekampf@charter.net

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

Date: 09/12/2020 to 09/13/2020
District: Capital • Info: cswensen11@gmail.com

Regatta: Glow II Regatta at Clinton Lake Sailing Association, Weldon IL

Date: 09/26/2020 to 09/27/2020
District: Midwest • Info: debaronson@nasw.org

Regatta: 2020 Wife Husband Championship at Carlyle Sailing Association, Carlyle, IL

Date: 10/02/2020 to 10/04/2020
District: Midwest • Info: Wreckless2321@gmail.com

Regatta: 2020 NERD Championship, Massapoag Yacht Club, Sharon, MA

Date: 10/09/2020 to 10/11/2020
District: New England • Info: dianekampf@charter.net

Regatta: Gulf District Championship

Date: 11/01/2020

Regatta: 2020 Fall 48 - Lake Norman Yacht Club, Mooresville, NC

Date: 11/07/2020 to 11/08/2020 • District: Carolinas
Info: sean.odonnell@LNsailing.org

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