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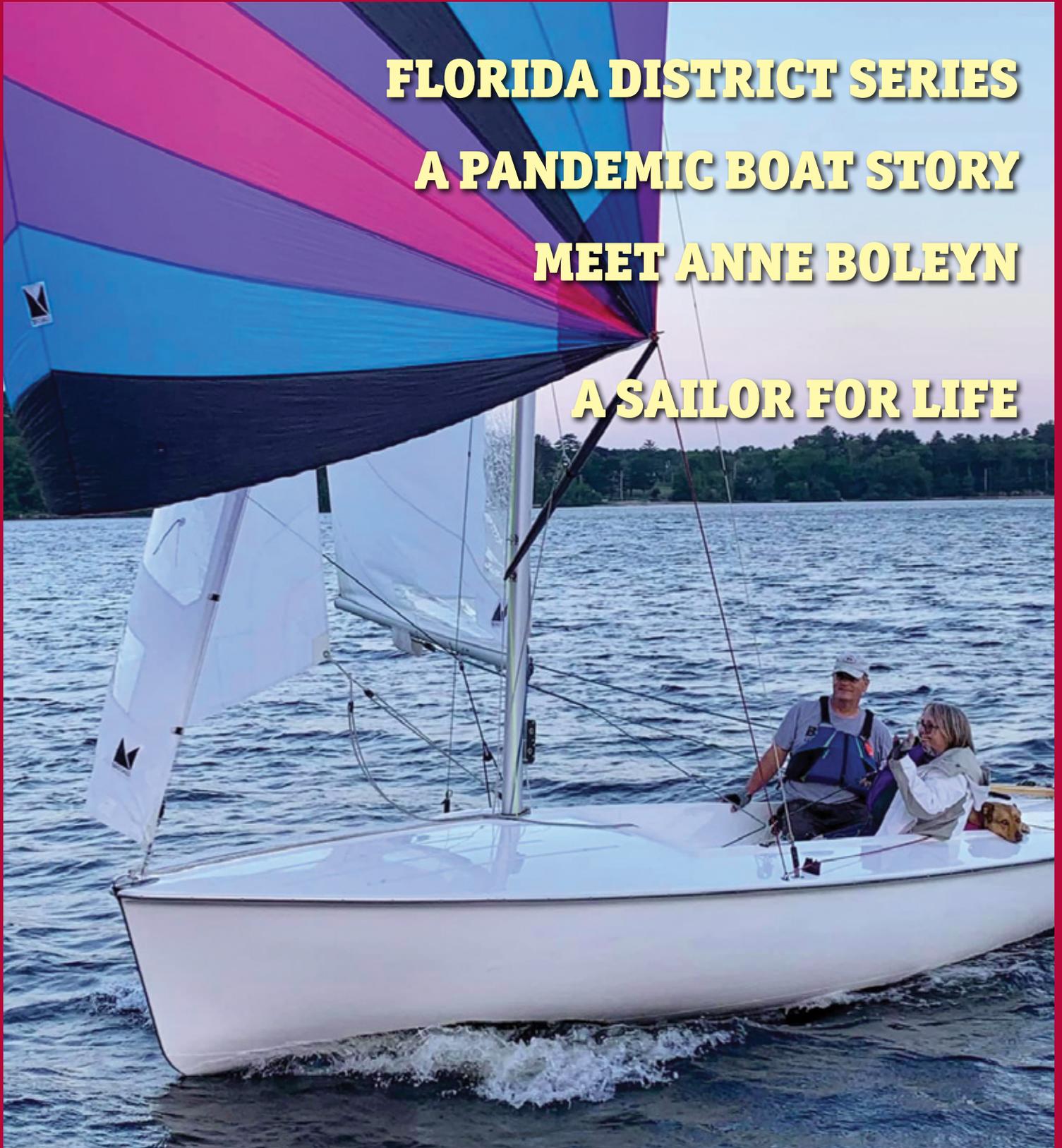
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FLORIDA DISTRICT SERIES

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

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Cover Photo: Greg and Diane Kampf, and Dory, sailing downwind on Lake Massapoag in Sharon, MA. Photo by Christopher Stow.





My Final President's Message

Bill Dunham, FS#5601



I cannot believe that my two-year term as President is rapidly drawing to a close. I am excited that we are finally back to having our annual national events and our new cruising opportunities.

Despite the challenges, I have been impressed and amazed by the positive, focused and determined energy expended by FSSA volunteers over this time period. The class officers, committee chairs, committee members, district governors, and fleet captains all deserve credit for keeping our association strong.

Some of the changes made during the pandemic include a new improved website, templates created for NORs and SIs used for national events, an information document for potential hosts, a two boat raffle, a cruising committee and cruising events, and online meetings designed to interact with our membership.

However, we need your help! Our mem-

bership numbers continue to lag, and we need everyone to encourage others to join the class so that we can continue to work for you to support the Flying Scot and its owners' interests. The expenses of the FSSA, already pared down to a bare bones level, have not changed, so we need everyone's help.

As I transition out of the Presidency, I want to thank our members for their flexibility, support, and continued interest in the Flying Scot. I encourage all members to ask questions, to make suggestions, or to take an active role in the association by joining a committee, becoming a fleet captain, or even working to encourage others to join. We are always looking for people who can help the class, and, if you are interested, please contact Nancy Claypool, incoming president, or me to discuss ways through which you can contribute. Also, if your club is interested in hosting an event, let us know so that we

can provide information and assistance as you move through the bid process.

I am confident that the new leadership team will provide excellent guidance, continue to work diligently to assist members, and strive to make all members experience better. They are an extremely committed group of individuals who, like you, love the Flying Scot.

On a different note, I encourage all potential competitors in national events to read the NORs carefully and to adhere to deadlines. The majority of our events offer a discount if you sign up early and if you are interested in chartering, there are rules and deadlines to follow. If you have questions, are uncertain about a rule, or just want to talk about the reasons a given rule exists, please contact one of us.

I look forward to reconnecting with you. It has been an honor to serve as your President over the last two years.

Take care and stay well! ▲



From The Editor: Ned Johnston, FS#5197

Four years ago I responded to a call from then *Scots n' Water* editor, Deb Aronson, who was looking for an assistant who might be willing to eventually take over the editorship. I cautiously raised my hand and quickly found myself learning the art and craft of putting together this magazine.

I've thoroughly enjoyed my years as editor, but am now ready to pass on the big red pencil to a new volunteer. As Deb wrote when she stepped down, "It's very fun to be the editor of SnW, but 1) it is also time consuming and 2) I feel very, very strongly the importance of passing the baton of all volunteer positions—early and often—in any organization like the FSSA."

So here's my call to anyone who thinks they might enjoy the job - contact me at editor@fssa.com. I'll show you the procedures we use, the templates we employ, and introduce you to our brilliant designer, Raymond Keyes, who always makes the magazine look terrific. In short - you'll learn how the sausage is made. And after a few issues, with the blessings of the Executive Committee, you'll be ready to take over and build on the strong tradition of voluntary service that keeps our class strong. ▲



A Pandemic Boat Story

By David Abrams, FS#5672, Florida District

Continued On Next Page



The author on another good day to sail his Flying Scot.

My wife is obsessed with the weather forecast. Not long after we went into lockdown, started wearing face masks, and began social distancing, she started giving me daily reports of the weekend forecast. At least once a day she would come to me with detailed information about the temperature, rain probability, expected wind speed, and gusts. She's the practical and rational partner in our marriage so I know that her newfound interest in meteorology isn't connected to a belief that the weather influences viral transmission. The joy or sadness that she derives from the forecast is determined by whether the report is favorable for sailing our 19 foot Flying Scot.

All week long, as we work from home, interacting with the outside world through video-conferencing and email, she looks

forward to sailing. I find this remarkable given her surprise and annoyance when I told her I had purchased a used Flying Scot sailboat. She looked at me skeptically the first time I proudly showed her the 13 year old boat with scratches on the faded blue hull and announced that it belonged to us.

I'm smart enough to know that there is an unwritten list of things husbands shouldn't do. Blindsiding your partner with a boat purchase is probably in the top dozen items, somewhere between commenting on weight gain and leaving the toilet seat up.

Fortunately, my wife grants forgiveness more easily than permission, and it's become my role in our marriage to bring the unexpected into our lives. Usually, things work out well, such as the time when I adopted a 110 pound dog while she was away. She was introduced to the

dog, which was taking up the back seat of the car, when I picked her up at the airport. She rolled her eyes and made some comments about never leaving me home alone again, but ultimately came to love the dog.

There was the trip from Florida to California when I insisted we travel by train and bus - without reservations - breaking one of her cardinal travel rules. My wife reminded me of the value of reservations several times during our trip, such as our early morning bus arrival in New Orleans when, with no taxis in sight, we found ourselves walking around New Orleans with our luggage in the rain. Today we laugh when we remember that trip and she agrees that it was one of our best adventures.

Not all of my "surprises" have turned out perfectly. I once signed us up for motorcycle lessons, which resulted in

I'm smart enough to know that there is an unwritten list of things husbands shouldn't do. Blindsiding your partner with a boat purchase is probably in the top dozen items, somewhere between commenting on weight gain and leaving the toilet seat up.

her first and only panic attack. She never learned to ride a motorcycle and I learned that she knows more swear words than I ever imagined. She eventually forgave me, although my dream of riding the backroads on a big cruising bike turned into a Vespa scooter that she refuses to have anything to do with. All in all, my track record is more wins than losses.

Buying a sailboat wasn't as risky as motorcycle lessons. My wife grew up in a house on a small lake in Ohio and she has no fear of water. She is a strong swimmer who worked as a lifeguard as a teenager. As a college student, she learned the basics of sailing when she took a class on the Charles River in Boston.

I bought the Flying Scot with an awareness that time is finite, and that my dreams of sailing my own boat could only go unfulfilled for so long before they would need to be forever released. Inspired many years ago by the sailboats on Pensacola Bay, with their colorful spinnakers full of wind, sailboats have remained in my imagination as decades passed and I worked to obtain an education, launch a career, and build a life.

It was pure chance that I purchased a used Flying Scot sailboat just weeks before the beginning of the COVID-19 pandemic. I didn't realize the massive disruption in the world that was about to occur, or how our little boat would become our refuge as the isolation and anxiety continued month after month.

When my wife raises the jib and I sheet in the main, and the sails fill with wind that carries us away from the dock, we are transformed from a man and a woman enduring a pandemic into sailors on an adventure. My spirits lift when I feel the tiller come alive with the water flowing past as the boat picks up speed. Under sail we might be alone, but we're not isolated from the world. The wind, the birds, the lake, and other boats drive away

feelings of loneliness. The splashes of the hull moving through the water produce a calm that replaces the voices of alarm that have too long highjacked our attention and emotions on shore. Our cell phones

go into dry bags and we stop scrolling the news and social media.

Under sail, we give ourselves over to the whims of the wind, accepting the

Continued On Next Page



The author's wife - the practical and rational partner.



puffs and gusts when they arrive. When the wind disappears completely we wait patiently for its return, accepting that not all is within our control. Without our face masks we feel the sunshine on our faces. We welcome passing boats with greetings and waves, feeling connected by the shared experience of sailors. Our words come more slowly than when we're ashore and there are long silences as we let the boat carry us along.

Learning to sail with my wife is like learning a dance that carries us across waves and water. We are discovering each other as sailors, building skills together and sharing the adventure of each sail. We make our way across water to the far side of the lake and back again, feeling excited as we gain confidence in our boat and ourselves. When it's time to change direction, we coordinate to keep the boat moving smoothly. We mostly tack, but occasionally gybe when I'm feeling brave and the winds are low. I spend most of my time at the tiller, although I frequently offer to switch places with my wife and let her take the tiller. She almost always declines, preferring to handle the jib while basking in the fresh air and watching the abundant water birds who live around the lake.

Sailing has delivered unexpected challenges that remind me that ours is a partnership that works. My wife helped me use written instructions to figure out how to raise the sails and rig them for sailing. We used FaceTime to get help from family members when we couldn't figure out how to get the boat trailer connected to

the hitch. We've left the dock with a brisk wind that carried us into the center of Lake Eustis before it disappeared, leaving us adrift with our sails empty. We worked together to paddle the boat back towards the dock before we were offered, and accepted, a tow by a passing power boat.

We've learned that boats, even a simple sailboat like a Flying Scot, can break without warning and in unexpected ways. A perfect sailing day came to an abrupt halt when a broken rudder strap left us unable to control the boom and mainsail using the main sheet. Together we lowered the sails before returning to the dock, using the small electric trolling motor I installed after our experience being becalmed. On another sail, the tiller extension separated from the tiller. I managed just fine without it, but when I got the boat back to the dock I found that the boom crutch, which holds up the boom when the mainsail is lowered, was broken. I've never considered myself to be a mechanically inclined "fix-it" type but my boat is providing me with plenty of opportunities for growth.

Our first efforts at launching and retrieving the boat were stressful, uncoordinated affairs. The boat on the trailer snaked wildly as I backed it down the ramp, and I held my breath in fear that our Volvo station wagon would follow the trailer into the water. Retrieving was an even more difficult struggle. We once spent more than 30 minutes struggling to load the boat onto the trailer. Eventually I googled "how to get a boat on a trailer"

and learned that the reason the boat wasn't loading straight was because the trailer was too deep in the water. However, each time we launched and retrieved the boat we became more coordinated. Our teamwork improved as we learned how to help each other through the process.

On a superficial level, a sailboat is merely a vessel that carries us across water. My Flying Scot is a simple craft, not too much more than a fiberglass bathtub with a sail. However, when I look at our sailboat I see something magical. Our boat has carried us through the storms of the past year. It has provided a focus for our attention away from news reports of accelerating infection and death rates. I am persuaded that sailing, no matter how imperfectly we do it, can sustain us during difficult times. The wind in our sails can carry us away from our troubles, even if for a short time, restoring us and allowing us to carry on until brighter days arrive.

I've heard it said that when it comes to investing, greater risk correlates with the potential for greater return. If that's true, then the modest risk that I took in buying a sailboat has delivered rewards beyond expectation. The joy we share when we escape on our boat has become one of the many bonds we share. In a time when the world can feel like it is at a standstill, our boat has let us be out in the world enjoying adventures. While I expect that my wife will be giving me daily weather updates for years to come, I can't imagine a better outcome. ▲

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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
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Regatta Reports - Florida District Series 2020-2021

By Amy Smith Linton, FS#6133, Florida District



Amy and Jeff Linton awarding the Jeff Penfield Award to Lainey Pardy in November in Sarasota.

Between the heat and resulting thunderstorms, summertime in Florida is ideal for bobbing around on an innertube in a cool freshwater spring.

But come October, Flying Scot season begins with a jaunt to the sophisticated and salty destination of Coconut Grove Sailing Center. Biscayne Bay — which is on the Atlantic side of Miami, is big beautiful water, sprinkled with the possi-

bility of celebrity-, shark-, and crocodile-spotting. Andi Hoffmann (#6138, Nolo Contendre) and Dave Martin open their doors to a pile of campers, and usually there's at least one late-evening supper on the town.

A start during the May regatta at The Upper Keys Sailing Club.



Another gathering of the Scot clan.

Preparing for the day at Key Largo.



The Kisscam is still in operation. Amy and Jeff in Key Largo in May.



The Flying Scot family, Florida branch.

For the next seven months, Florida hosts a District event each month at a different location around the state. The pack migrates from Sarasota in November to Jacksonville in December, Tampa in January, Eustis in February, Lake Monroe

in March, the Space Coast in April, finishing in beautiful Key Largo in May.

It's a bit of a portable party, with folks camping and sharing floor space at the various venues, hitting our favorite local eateries, standing around talking about

what's happened since the last time we met.

For the November-through-February events, we score a Snowbird series, hoping to encourage winter-bound Scotties

Continued On Next Page

to come joint us. This year, Eric Bussell (#6135 from Clinton Lake) and Dave Rink (#6125 from Lake Norman), Lynne Bruss (#6158 from Privateer YC), Joe Price (#6092, Lake Norman), Sean O'Donnell

(#5171, Lake Norman) and more joined us. The 2020-2021 season was marked by remarkably generous wind conditions. The Space Coast, for instance, saw racing in the mid-20 knot range. In both

Tampa and Eustis, a blast of 30+ on the racecourse resulted in some spectacular wipe-outs. Sundays were blown out on Lake Monroe, the Space Coast, and Lake Eustis. Most regattas boasted more than



Bruno Felix and crew aboard Phoenix during the May event.



Come for a regatta, go home with a bead.



Close racing at Davis Island in January.

20 entries, and competition was excellent.

Former Florida Governor Tom McNally — who made a guest appearance and took the top spot on the podium at the Space Coast — started a delightful District

tradition a few years ago, which Andi Hoffmann has since continued. It's a bauble thing. Participation at a Florida District event is marked with a bead.

I'm not saying that sparkly beads have

conquered whole nations, but who is going to deny the appeal? And at the end of a season or two, a person can get a nice string going...

Hope to see more of y'all next year! 🏴‍☠️



Henry Pico awards the Space Coast trophy to Andy Hayward and Tom McNally.



Snowbirds spotted at Lake Eustis in February.



Sporty conditions in May at Key Largo.



Jeff Linton, Dave Martin, volunteer Frank Smith, observing social distancing, January 2021, Tampa.

Florida District Series Results

To qualify for the series, a skipper must participate in at least 5 of the 8 regattas, and the best 5 scores will count toward the series standings

		Snowbird Series											
2020-2021		Miami	SSS	Jax	DIYC		LESC	LMSA	Space Coast	Key Largo			
		Sep 26-27	Nov 14-15	Dec 5-6	Jan 16-17	Feb 20-21	Mar 6-7	Apr 10-11	May 15-16				
Sail #	Team	16 Boats	22 Boats	18 Boats	21 Boats	53 Boats	8 Boats	12 Boats	23 Boats	Percent	Points for		
										Perfect	5 Best regattas		
1	6133 Linton / Linton	96	100	98	100	100	72	87	100	1.000	498		
2	5982 Signor/Signor	2	90	7	4	86	3	62	10	0.881	401		
3	5179 Marriott / Marriott	6	76	6	80	13	66	24	55	0.793	371		
4	6143 Helmick	16	59	3	88	12	68	6	80	0.779	385		
5	6099 Taylor / Taylor		9	74	9	72	7	78		0.751	343		
6	3914 Plesch		3	90	5	81	21	58	12	0.713	355		
7	5642 Briggs					6	80	21	58	0.651	299		
NC	6126 Rink, David			2	92	11	70	14	65	0.764	349		

Mad Love



1st Place
Michele & Mark Taylor



2nd Place
Nina & Robert Cummings

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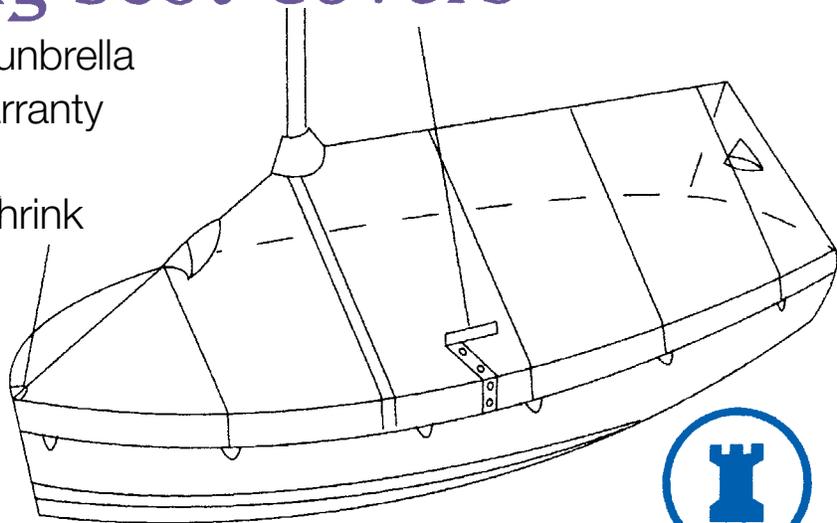
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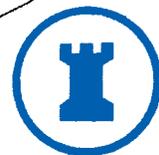
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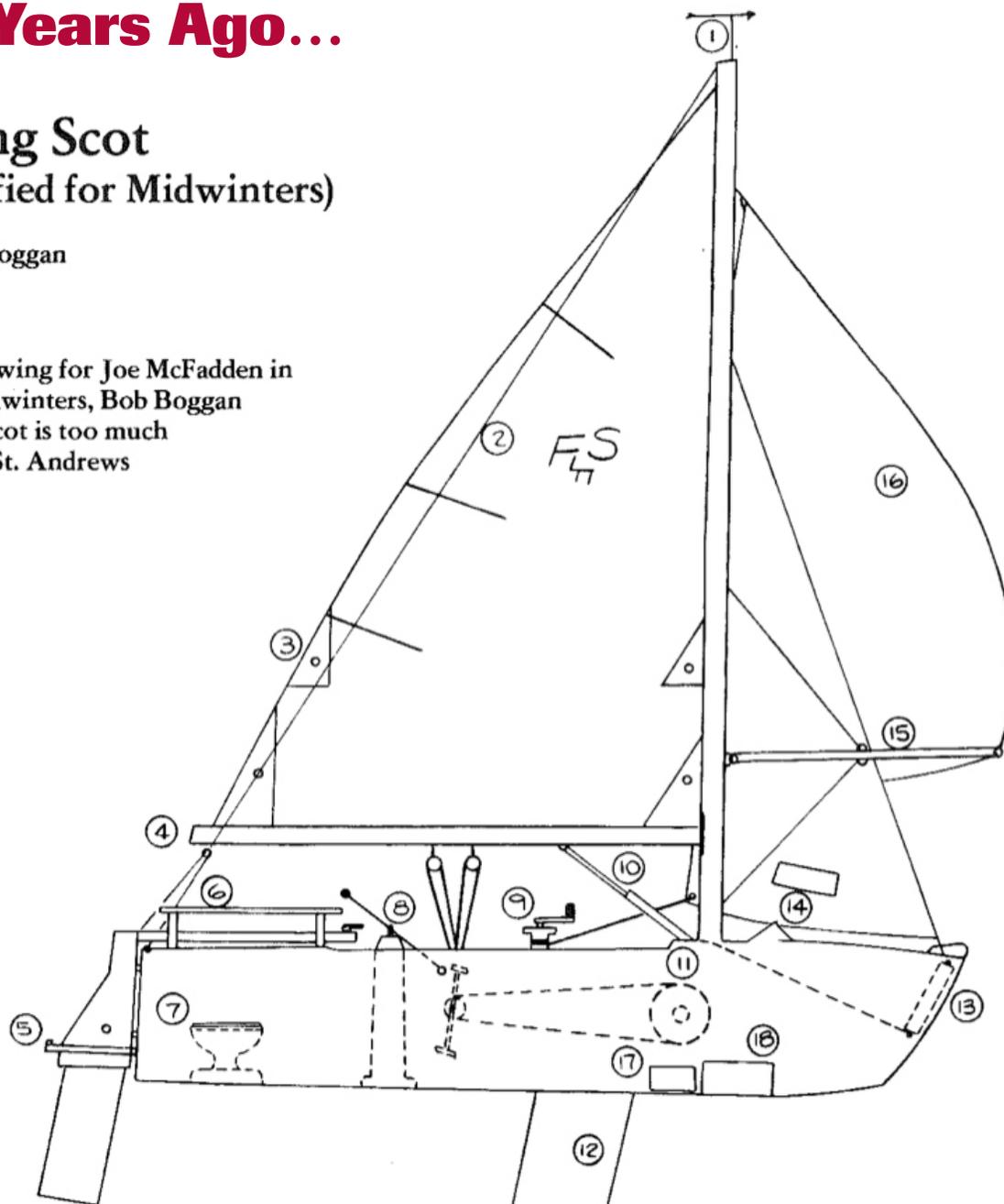
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From the pages of *Scots n' Water* – 40 Years Ago...

Flying Scot (Modified for Midwinters)

by Bob Boggan

After crewing for Joe McFadden in 1981 Midwinters, Bob Boggan decides Scot is too much boat for St. Andrews Bay.



- | | |
|---|------------------------------------|
| 1. Mast reduced 3 ft. | 9. Two speed bariet winches |
| 2. Running back stays | 10. Hydraulic boom vang |
| 3. Reef points in main | 11. Chain driven centerboard hoist |
| 4. Shorten boom 1 ft. | 12. 200 lb. board |
| 5. Swim platform, to assist in getting back in after capsize, also 3rd crew stands there on downwind legs | 13. Magic box for jib halyard |
| 6. Sissy bar, for skipper and crew to hold to while sitting on rear deck | 14. Kevlar reinforced splash rail |
| 7. Porta potti, for use on back to back 10 mile races | 15. Boron fiber spi. pole |
| 8. Dual action pump 12 gals per minute | 16. Flying Junior reaching spi. |
| | 17. First aid kit |
| | 18. Cooler |

What's in a Name? Meet Anne Boleyn

by David G. Moyer, FS#4459, Greater New York District

I purchased FS #4459 in September 2020 without having ever sailed a Flying Scot.

It was during the Covid19 lockdown. While I'd sailed all my life in cruising boats off Cape Cod, and had raced Sonars extensively in the 1980s in Noroton, CT, I wanted a larger, multi-person day sailor that was also a technical racing boat to replace my Sunfish and Laser. Unbeknownst to me, Fleet 163 at Lake Nockamixon in Bucks County has a fleet of Flying Scots right around the corner.

Thanks to the pandemic sports blackout, I ended up binge-watching the Netflix series, *The Tudors*, which covers English King Henry VIII's 38-year reign from 1509 to 1547. Famous for having six wives, none of whom bore him the son he wanted to rule after him, King Henry was first married to Catherine of Aragon, the daughter of the king and queen of Spain. They had a daughter named Mary, who earned the name "Bloody Mary" as Queen of England in latter days.

His second wife was Anne Boleyn, who caught his eye while he was still married to Catherine. In those days England was Roman Catholic, and the only way for Henry to get clear of Catherine was to have the Pope annul the marriage. The Pope was not sympathetic so before long Henry facilitated the formation of the Anglican Church of England, and Catholicism was banned in England. Henry got his annulment, and the Protestant Reformation began in England.

Once again a bachelor, Henry was free



The author enjoying an afternoon sail on Lake Nockamixon.

to marry again. Our girl, Anne Boleyn, became his second queen. She was 14 at the time and while she enjoyed the crown only briefly, she did bear King Henry a child – a daughter - who became Queen Elizabeth I of England.

It's tradition in my family to name a boat after a women of stature for safe travels and good luck. My uncle's first boat was a 34' wooden yawl named *The Wife of Bath*. My Sunfish was named *Galadriel* and the Laser was named *Eowyn*, both after J.R.R. Tolkien's beautiful female characters in *The Hobbit* and *Lord of the Rings* respectively.

Consequently, Covid19 lockdown fatigue had me thinking, what better name for a Flying Scot racing boat than *Anne Boleyn*? She was married to King Henry VIII at 14, beheaded at 17 and the mother of Elizabeth I, who reigned for 45 years and ushered in the Elizabethan Age, securing both the Reformation, and England's role as a major power in Europe.

I even made an Anne Boleyn flag for FS #4459! 🚩

Dave even made an Anne Boleyn flag!



FS#4459, named for a woman of stature (until she lost her head).



Claire's first sail was at 6 months old, together with Mom, Dad, Grandma & Grandpa, aboard her dad's Scot #6164.

The DAUGHTER of a Son of a Son of a Sailor

By Charlie Rahn, FS #6088, Florida District

It was June of 1966 when my father, at the age of 40, decided he wanted to teach himself to sail. So while visiting a business associate on Shinnecock Bay in East Quogue, L.I., he rented a Sunfish that was on the beach behind a neighbor's house. Little did he know that 55 years later that decision would help shape his great granddaughter.

Claire's first time in a Scot was at 3 months old aboard #6088, which was sitting on a trailer, the day her grandpa purchased it from *Scots n' Water* Editor, Ned Johnston.

When asked if she went sailing, she says the word 'boat' without any letters between the b&t, but makes her intentions clear by cupping her hands together and moving them in a forward & upward motion, the universal sign language symbol for boat.

Although he passed away more than a decade before Claire was born, my father would have been very proud to know his great granddaughter is set to be a sailor for life, and a Flying Scot is the perfect boat to build the foundation. ▲



The latest piece of new gear brought aboard Scot #6164 is a comfy dog bed so 18 month old Claire can nap in the shade.



Claire takes her mom and dad out for a sail.



With Grandma & Grandpa.

Continued On Next Page



By her 1st Birthday Claire loved going out for a sail.



Claire also learned that the Florida sun can be pretty hot and she enjoyed the cool air from the airwhirl cup full of ice with a little fan.



She was totally relaxed and napped for half the trip

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 are \$50 for members per insertion, pre-paid and \$60 for non-members. Advertisements must be 50 words or fewer. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Please go to fssa.com for more details on each item. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

834 – Customflex; 1966;
\$1,800.00; Nancy; Hamlin Lake
in Ludington, MI; 860-933-0159;
jsilander@snet.net

845 – Flying Scot, Inc. (restored)
\$4,500.00; bsds30@gmail.com

1623 – Douglass; 1969; **\$3,200.00**;
Bob; Richmond, VA; 804-347-0514;
krs2530@aol.com

2151 – 1972 Douglass ; good
condition with trailer and 2 hp
Honda long shaft air cooled
motor. Schurr sails used as day
sailer. **\$3900.00**; Bob Chernaik;
Brookhaven, Long Island, NY;
516-398-9609/631-286-3826;
robertc919@aol.com

3738 – Douglass; 1983; Frank
Proctor; Jacksonville, FL; 904-553-
1362; frank.proctor@hotmail.com

4717 – Douglass; 1989; **\$5,500.00**;
Sean Doran; Seneca, SC; 585-355-
2500; s.doran12@aol.com

4830 – Flying Scot, Inc.; 1992;
\$8,500.00; Jason Hendrix;
Birmingham, AL;
hendrix.jason@gmail.com

4939 – Flying Scot, Inc.; 1994;
\$6,500.00; Mike Simon;
Red Bank, NJ; 908-578-3269;
Mike.r.simon@gmail.com

5044 – Flying Scot, Inc.; 1995;
Duxbury, MA; sthoyst@gmail.com

5322 – Flying Scot, Inc.; 2000;
\$12,500.00; John; Cincinnati, OH ;
skipperjohn@fuse.net

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

5928 – Flying Scot, Inc.; 2010;
John; Utica, MI; john01612@yahoo.com

5976 – Flying Scot, Inc.; 2011;
\$12,000.00; Jerry; Southern
Maine; 207-650-0021;
jerryguyot@gmail.com

6193 – Flying Scot, Inc.; 2021;
\$27,000.00; Mike Enright; Egg
Harbor, WI; 262-278-5040;
molly3enright@gmail.com

6198 – Flying Scot, Inc.; 2020;
\$29,400.00 ; Lake Orion, MI;
810-441-7960; bill@tir.com

Sails – see website for details

Spinnakers & Parts – see
website for details



Dramatic skies over Tampa Bay. Photo by Amy Smith Linton.



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.**

What's in a Name?...

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

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

This addition to the occasional series on curious boat names comes from David Neff, who sails out of the Selby Bay Sailing Center in Maryland.



When I was a little shaver, Dad purchased FS #2793, which was promptly named *Contagious*. In the 80's we campaigned her from Oswego, NY, to St Andrews Bay FL, from Riverside, CT, to Carlyle, IL. *Contagious* is sailing today under her 4th owner.

In the summer of 1995, my father gifted me FS#3109 *Harmony* for college graduation. Those first 18 months after college was a whirlwind. I blasted around the Ohio District before relocating to Charlotte, NC, boat in tow.

Tom Lawton, FS#3035 (*Win A Bagel*), who was also surviving those trying years, joined me in a private ceremony at Lake Norman Yacht Club to rename *Harmony*. Back story: "fiasco" is Italian for a cane-wrapped vessel, usually containing Chianti. We doused the stern of *Harmony* with Chianti and then splashed a few drops on her stem, proclaiming the ceremony a "fiasco". For ten years *Fiasco* was predictable. Imagine your own trials.

After saving up and living the dream, I called Flying Scot, Inc. in 2005 and

ordered my very first lifetime new purchase. Back then I was a 9-to-5'er, upside-down in a used house, used car, used bike, etc. Harry reserved #5609. I was certain to name her *Agent 09* (which is an obscure reference to Agent 09 from the classic television show, *Get Smart*. I've owned #3109, #2909 and #5609 – all very sharp builds), but something stopped me short.

It is difficult to best *Fiasco* for the name of a vessel. Some years into her career, she was renamed *Fiascot*. How do you top that?

But FS#5609 needed a clean slate.

A year passed and I found myself swamped in Tampa Bay after pitch-polling the still nameless #5609. We should have never hoisted the spinnaker.

Imagine a brand new Scot, new sails, rigged to the nines (ha ha!), all scratched and flogged to its limit. Then, back at St Petersburg Yacht Club, an unassuming fella bent my ear and said, "It's bad luck to sail a vessel that ain't got no name."

I answered, "I reck'n so, now she is all scratched-up."

It hit me on the drive home: FS #5609 is *Scratch*. Later I found my dictionary.

"Scratch" is an English word for, among other things, "A Starting line, or, the player in a competition that sets the bar for the level of competition."

From then on, all was open season (another good name) to place stickers on her stern. Jason Hair and I trade back and forth on the "Billy Board". The Billy Board being short for the transom, AKA, the Bean Bag Bill Board Goat Rope, AKA where you plant stickers on someone else's transom.

BTW That "Trucker Chick" sticker arrived thanks to Allyson, the mother of our two awesome children, my wife at the time, who pulled the sticker out of a 50-cent gumball machine. We were on our way to the 2006 Wife-Husbands, where we were hosted by that saint and gentleman, Tommy Weaver, in FS#2. Little did we know that we were about to start sailing three up with our first child...

Editorial note from Amy : I might normally interject with "Nuff said," but will instead suggest "Neff said."

PS: FS #3321 is *Corinthia* and FS #3015 is *Thunderstorm Chicken*. Stories for another campfire.s. ▲

NEW MEMBERS

Capital District

Boat # 5449

Bob Post
12457 Burnside Lane
Henrico VA 23233

Boat # 5600 / Fleet # 155

Gregory Svoboda 16106
Alsdell Rd. Midlothian VA
23112

Dixie Lakes District

Boat # 3768 / Fleet # 13

Randy Tilly
106 S. Forrest Ave.
Lookout Mt. TN 37350

Boat # 1652 / Fleet # 211

Jeannie & Orié Wade
376 Freyer Drive
Marietta GA 30060

Florida District

Boat # 2444

Bernard Sykes
333 E. 24th St.
Riviera Beach FL 33404

Greater NY District

Boat # A629

Alejandro Cabrera
PO Box 1236
Quogue NY 11959

Boat # 4824

Roger Grimaldi
9917 Corinthian Drive
Stone Harbor NJ 08247

William McConnell
8 Bay Street East
Moriches NY 11940

4459 / Fleet # 163

David Moyer 4170
Lower Saucon Rd
Hellertown PA 18055

Boat # A689 / Fleet # 175

Gregory Warner
126 Dune Road
Quogue NY 11959

Gulf District

Boat # 5965

Ann Bronaugh
3735 Hunting Ridge Drive
Lilburn GA 30047

Boat # 1724

Ronnie Carbonaro 3061
Mount McGregor Benton
AR 72019

Boat # 1244

Greg Williams
2035 Dayron Ct.
Marietta GA 30062

Michigan-Ontario District

Boat # 3940

Deric Jaques
2075 Langham Drive West
Bloomfield MI 48323

Midwest District

Boat # 4376

John Hearn 1916
Sir Richard Ct.
Decatur IL 62526

New England District

Boat # A324

Emma Davidson
65 Brook Rd.
Sharon MA 02067

Boat # 5822

Cynthia Peterson
21 Kings Grant Road
Weston MA 02493

Boat # 1799

John Tower
Rocky Hill Dr.
Brunswick ME 04011

New York Lakes District

Boat # 5353

Frank McCleneghen
2189 Cook Rd.
Galway NY 12074-2611

Ohio District

John Dunne
128 College Lane
Poland OH 44514

Southwest District

Boat # 6029

Philip Crew
5620 Swiss Avenue
Dallas TX 75214

STARTING LINE Calendar Of Monthly Events (FROM JUNE 2021 TO OCTOBER 2021)

Regatta: 2021 Women's NAC at both Deep Creek Yacht Clubs, Swanton, MD

Date: 06/26/2021 to 06/27/2021

District: Ohio

Info: jenmeehan19@gmail.com

Regatta: 54th Annual Lowcountry Regatta

Date: 06/26/2021 to 06/27/2021

District: Carolinas

Info: ratkinscre@gmail.com

Regatta: 2021 NAC at Cedar Point Yacht Club, Westport, CT

Date: 07/10/2021 to 07/15/2021

District: Greater New York

Info: Victorjolsen@gmail.com

Regatta: 2021 Sandy Douglass Memorial Regatta & Ohio District Championship - Deep Creek Yacht Racing Association

Date: 07/23/2021 to 07/25/2021

District: Ohio

Info: HighlandSky5837@gmail.com

Regatta: Radioactive Race Series at Clinton Lake - Race #2

Date: 07/24/2021

District: Midwest

Info: eric@ericbussell.com

Regatta: 2021 GNY District Championships

Date: 07/31/2021

District: Greater New York

Regatta: 116th Ephraim Regatta (Midwest District Championships)

Date: 08/07/2021 to 08/08/2021

District: Midwest

Info: ephraimregatta@eyc.org

Regatta: 2021 MAYRA Regatta

Date: 08/14/2021

District: Greater New York

Regatta: Saratoga Lake Sailing Club Flying Scot Invitational

Date: 08/14/2021 to 08/15/2021

District: New York Lakes

Info: pauldwaterfield@gmail.com

Regatta: 2021 Wife Husband at Massapoag Yacht Club, Sharon, MA

Date: 08/20/2021 to 08/22/2021

District: New England

Info: dianekampf@charter.net

Regatta: Regatta: Crystal Ball Regatta

Date: 08/21/2021 to 08/22/2021

District: Michigan - Ontario

Info: joek3203@live.com

Regatta: 2021 New England Districts - In beautiful New Hampshire!

Date: 08/28/2021

District: New England

Info: crestofthewave@outlook.com

Regatta: 2021 Cruising in Northern Michigan!

Date: 09/03/2021 to 09/10/2021

District: Michigan - Ontario

Info: jjattorneys@aol.com

Regatta: Scots on the Rocks

Date: 09/04/2021 to 09/05/2021

District: Carolinas

Info: r98gaskin@gmail.com

Regatta: Indy Regatta at Eagle Creek Sailing Club

Date: 09/04/2021 to 09/05/2021

District: Midwest

Info: glendris@gmail.com

Regatta: 2021 Atlantic Coast Championship at Blackbeard Sailing Club, New Bern, NC

Date: 09/11/2021 to 09/12/2021

District: Carolinas

Info: c_buckner@hotmail.com

Regatta: 2021 Cruising in Northern Vermont!

Date: 09/12/2021 to 09/21/2021

District: New England

Info: jan.reimers@charter.net

Regatta: 2021 Roger Punzi Invitational

Date: 09/18/2021 to 09/19/2021

District: Greater New York

Regatta: 44th Annual Mayor's Cup Regatta

Date: 09/25/2021 to 09/26/2021

District: Carolinas

Info: nrtsailboat@gmail.com

Continued On Back Page

Address Service Requested

District Governors

CAPITAL DISTRICT

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(804) 761-3048
dcycotte@yahoo.com

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DIXIE LAKES DISTRICT

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starfox170@gmail.com

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4233 Happy Valley Road
Sequim, WA 98382
dale@daledunning.com

PRAIRIE DISTRICT

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

SOUTHWEST DISTRICT

Robert Cummings
1239 River Craft Drive
Mesquite, TX 75181
(214) 341-1626
5658cumplings@gmail.com

STARTING LINE *Continued From Page 23*

Regatta: 2021 Scot-A-Hootchee Regatta at Lake Lanier, GA

Date: 09/25/2021 to 09/26/2021

District: Dixie Lakes

Info: scott3438@charter.net

Regatta: 2021 NERD Championship, Massapoag Yacht Club, Sharon, MA

Date: 10/01/2021 to 10/03/2021

District: New England

Info: dianekampf@charter.net

Regatta: Glow in the Dark Regatta at Clinton Lake

Date: 10/02/2021 to 10/03/2021

District: Midwest

Info: eric@ericbussell.com

VISIT FSSA.COM FOR THE LATEST NEWS!



The screenshot shows the FSSA website interface. At the top, there is a navigation menu with links for Home, Club Rules, Regatta Results, Forum, Sails of Note, Contact Register (for sale), Used Boats for sale by Member, Members, and Join/Rejoin/Cancel. Below the menu is a search bar and a user login form with fields for Username and Password, and a 'LOG IN' button. There is also a 'Create New Account' link. A section titled 'UPCOMING EVENTS' lists several regattas: Hootchee Regatta - Jackson Yacht Club (10/26/21 - 10/28/21), 2018 Fall 40 Lake Frontier Yacht Club Open for Regg (10/26/21 - 10/28/21), and 2018 Sugar Bowl Regatta (10/26/21).



The advertisement features a vibrant photo of several sailboats racing on a blue sea. The text 'Join Today!' is written in a large, stylized, yellow font across the top of the photo. Below the photo, the text reads 'Your Passport to Great Sailing... An FSSA Membership' in a blue serif font. At the bottom, contact information is provided: '800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com' and 'Web: www.fssa.com • FSSA Headquarters: One Windsor Cove, Suite 305 • Columbia, SC 29223'.