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OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 67 | NUMBER 4 | 2023

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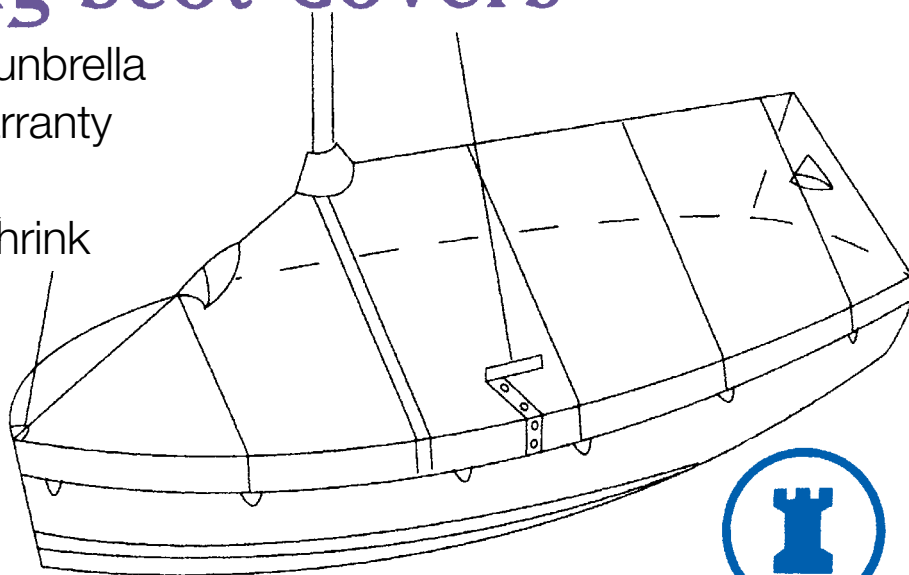
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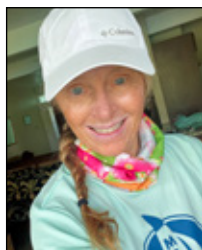
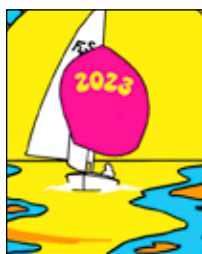
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President's Message: A Direction For What We Want To Achieve .....	4
Charles Augustus Winans Jr. – "Mr. Flying Scot" .....	6
FS Fleet#23 Open House Regatta - 50 years of Good Vibes and Good Times .....	9
Simply Superb Saratoga .....	11
Back to Back in Birmingham!.....	12
The 2023 New England Districts at Sandy Bay Yacht Club in Rockport, MA.....	14
2023 Women's NAC at Westhampton Yacht Squadron.....	16
Timing Is Everything: My Five Days at North U.....	23
Watercolor and Cut-Paper Image of Rockport, MA, Home of Sandy Bay Yacht Club and FS Fleet#11 .....	24

#### In Every Issue

Caveat Emptor .....	26
New Members.....	27
Starting Line.....	27
District Governors.....	28
Statement of Ownership, Management and Circulation .....	28

**Attention Web Surfers / E-mail Users:** The FSSA Flying Scot website has the latest information. Visit <https://www.fssa.com/> with your favorite browser.

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**SCOTS n' WATER** (ISSNS 0194-5637) – Registered Trademark. Published bi-monthly by FSSA at One Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume M, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

**Article Submission Deadlines:** Issue #1, **January 15**; Issue #2, **April 1**; Issue #3, **June 1**; Issue #4, **August 15**; Issue #5, **November 1**.

**Publication Dates:** Issue #1, **February 15**; Issue #2, **May 1**; Issue #3, **July 1**; Issue #4, **September 15**; Issue #5, **December 1**.

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

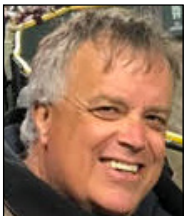
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**Cover Photo:** *Healing Good*, courtesy of Diane Kampf.

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## A Direction For What We Want To Achieve

Jim Leggette, FS#1518, FSSA President



**M**y first President's column is both to introduce myself and set a direction for what we want to achieve while I have the helm. With your ideas and involvement, we can build on the strong foundation many others have left us.

The first time I sailed, I was ten years old when a family friend took us sailing on his small sailboat, a Flying Scot. Little did I know at the time this had set the hook for life! That spring my dad bought Circe (1518) from the local dealer. We were active in Scot sailing in North Carolina. My first North American Championships were at Lake Norman when I met Larry Taggart. No, I am not going to tell you what year, but it could easily be figured out!



**Your officers and board need your thoughts to help build on our legacy and leave the class in better shape than we found it. Of course, we want to hear what works, but more importantly, we need to hear where there is opportunity for improvement. Perhaps most importantly, we need you to help craft solutions to make our class stronger for the next sixty years.**

One friend of the family and sailing mentor was Past FSSA President Bill Singletary. He always had time to help dad and his preteen kids discover the joy of sailing. It is humbling and a privilege to follow in Bill's footsteps and serve as the FSSA President. One of the goals for my time at the helm is to make Bill and my dad proud of what we accomplish.

After finishing college (Go Heels!), I found a way to sail wherever I lived. My life and sailing journey took me to Columbia SC (Lake Murry), Atlanta (Lake Lanier), New Jersey (Toms River and Barnegat Bay) and Jackson MS (Ross Barrett Reservoir). At each step, I was drawn back to the Scots, and I served within fleet leadership and at the club level.

Our class is vibrant and it has stood the test of time with a proud legacy built on the efforts of numerous people over sixty plus years. The Scot class is respected everywhere. Like other organizations, we have challenges. As the song goes "the times they are a changin'." Your officers and board need your thoughts to help build on our legacy and leave the class in better shape than we found it. Of course, we want to hear what works, but more importantly, we need to hear where there is opportunity for improvement. Perhaps most importantly, we need you to help craft solutions to make our class stronger for the next sixty years. 🚢



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# Charles Augustus Winans Jr. “Mr. Flying Scot”

By Robert Winans, FS Fleet#57, Stone Horse Yacht Club / Photos Courtesy of Betsy Carothers

**O**n May 24th this year we lost a true legend of the Flying Scot brand, Charles “Chuck” Winans, at the young age of 93. He helped originate Fleet #57 back in 1966, at Stone Horse Yacht Club in Harwich Port, MA, and it’s been going strong for 57 years. Scots n’ Water reached out to the Winans family to share their thoughts on this wonderful ambassador to the fleet, and what follows are some collected remembrances that Chuck’s son Rob put together:

Chuck wasn't a product of Cape Cod, or even the ocean, for that matter. He grew up on a farm in Wyckoff, NJ, and the most water he saw in the summer was a man-made pond. Occasionally, his parents would make a special trip to the Jersey Shore. He often spoke about his defining moments with the sea. His first was at age 13, the summer of '42, during World War II —when he signed up for a stint aboard a 92' wooden schooner called the Yankee. These young kids (himself included) would climb halfway up the mast, scoot out onto the yardarms, and set the sails - all without a safety harness. We doubt many parents would let their 13-year olds do that anymore! But thus began Chuck’s love affair with the ocean.

During this same time, Chuck’s future unmet wife to be – Abigail Kimball – was having a more traditional sailing experience on Cape Cod. She was doing childhood summers in Harwich Port. Her big event was at age 5, in 1934, when Stone Horse Yacht Club officially opened. To put this in perspective, this is the same year they built the Sagamore Bridge over the Cape Cod Canal! Abigail’s family



immediately joined, and she and her kids and grandkids still sail out of there today. During Abigail’s teenage years the main fleet was the Wianno Senior, a wooden gaff-rig boat, and just after World War II, her older brother Bill Kimball bought one. She became a regular crew. She was also in college at Mount Holyoke, while Chuck was a

few miles down the road at Amherst. They were introduced to each other by mutual friends, literally during the last week of finals, as their college days were ending.

As the story goes, a lot of the kids were all talking about heading down to the Cape. Basically, everyone was going except Chuck, who had no invite. Chuck

felt Abigail must have taken pity on him, when she said, "Hey, you can come too, and why don't you stay at my house with me?" With no cell phones back then, Abigail's parents clearly didn't know what was coming!

At any rate, thus began weekends to the Cape, with Chuck visiting Abigail, and they would both crew on the Kimball Wianno. This was short lived, however, because the Korean War broke out, and Chuck — continuing his new love of the ocean — chose to enlist as an officer in the Navy. He served three years on a destroyer, and while on leave, he married Abigail on New Year's Day, 1952.

Fast forward to later in the decade, and Chuck had finished the Navy, become a banker at Bank of Boston, had three children, and bought a house in the burbs of Needham. He also became a permanent crew on the Wianno. They would do all the local regattas of Edgartown and Nantucket and Hyannis, and sail against the likes of Ted Kennedy, whose brother JFK would watch from the Presidential Yacht, Honey Fitz.

With a growing family learning how to sail, and Chuck becoming eager to try his hand at skippering, he began searching for the perfect learning and racing sailboat. He had certain criteria to meet that weren't satisfied by the larger keel boats of the day: 1) something not too expensive; 2) something smaller, with less crew; 3) a boat that could easily be transported to regattas; 4) low maintenance fiberglass; and 5) a boat with low draft and no keel, good for recreational sailing to local shallow beaches.

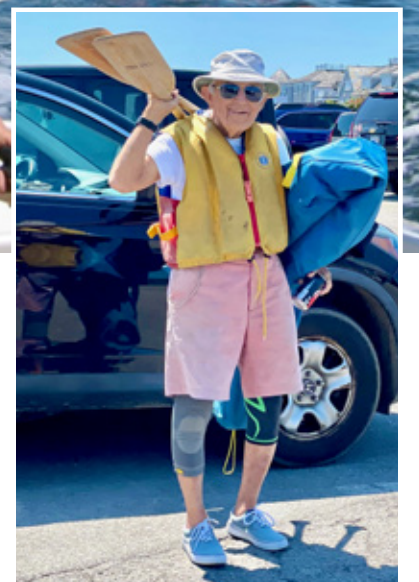
This was 1964, and Chuck went to a boat show where he saw the Flying Scot, and immediately determined it was the perfect fit. He encouraged a few others to buy one, and they began trailing their boats to SMYRA regattas to compete against one another. He even took the family to Montreal to Expo '67 to compete in the North American Championships. During this same period Chuck convinced the Stone Horse YC Commodore (the same Bill Kimball, on whose Wianno he sailed) to begin expanding the fleet for the Club, and by the end of 1966 there were 9 owners who petitioned and received the grant of a new fleet, Fleet #57. Thus began Flying Scot races at Stone Horse Yacht Club.



More importantly, the boat became the sailing school training boat, as the only other trainer was a single sail wooden boat called a Waterbug. With the younger teenage crowd now learning to sail on the Scots at sailing school, they quickly graduated to racing the Scots on weekends as well. In just 4 short years the fleet grew to over 20 boats, and in 1969 — the year of the Apollo moon landing, to put it into perspective — Stone Horse YC was chosen to host the New England Districts!

By the mid-80's, the fleet had grown to almost 30 boats, and the Club had parents sailing with their kids, parents sailing against their kids, teenage boy boats, teenage girl boats, and some "Ladies" boats. One such all-female boat — the "Silver Streak" — adopted Abigail, so that Chuck could have more room for their own kids to crew with him. Throughout this era, several other fleets tried to upstage the Flying Scot. There was the O'Day 15, the Pirateers, and the J-22 that all lasted 4-5 years. They did not have the longevity of Scot Fleets, nor the key ingredient - a dedicated advocate and local champion, Chuck Winans!

Besides being an advocate for the boat itself, Chuck also became quite an accomplished racer. In fact, in 1965 he was the very first winner of the New England



District Championships (a feat he accomplished again in 1982). He won multitudes of seasonal Stone Horse trophies and Club Championships, as well as local regattas at other clubs. Most recently, in the summer of 2022, at the age of 93, he won 1st Place overall in the Stone Horse B-Fleet July Series (a culmination of 4 separate weekends of racing).

Many of these races and championships had some dramatic twists to them, and as with all sailing folk, the stories always got better over the years. That said, the results spoke for themselves. In 1982, for example, Chuck raced the District Championships with Holly Helliwell as crew on Lake Massapoag, in Sharon, MA. While in first place on a tight spinnaker leg, a gust of north wind capsized them. Over the side and onto the centerboard Holly went,

*Continued On Next Page*



righted the boat, plucked Chuck out of the water, and they sailed on to finish 1st in that race, and overall 1st in the District Championship as well!

On another occasion, there was also a capsize – of a different sort – followed by a righting and a sail to the finish, and it was famously against the current Commodore of Stone Horse YC, Andrew Barrett. At the news of Chuck's passing this year, Andrew shared this story to the Membership:

*"I personally will never forget some 25 years ago when my skipper/cousin Ned and I were in a fierce season long battle with Chuck's boat for the Commodore's Trophy. The third race of a late August series was turning out to be critical in determining the overall season outcome. Ned and I were trailing Chuck and his son Chip by many boat lengths. With a SW wind easily blowing 20+ and 4-foot waves rolling in, Chuck's main sail halyard clip failed, and his main sail came crashing down onto his foredeck and cockpit. After we were satisfied that they were safe and unharmed, Ned and I high fived. YES! The race and season were ours for the taking.*

*Then the strangest thing happened. Chuck, who was 68 years old at the time, and Chip intentionally capsized their Scot. I looked at Ned for explanation. Ned had sailed against Chuck much longer than I had. He told me to focus because this race was not over. Chuck, (again he was 68 years old), dove into the four-foot waves and swam up to the top of the pitch-poled mast and grabbed the stuck halyard clip. He swam back to the boat with it in hand and grabbed the starboard side of the hull when Chip, also in the water pulled on and then jumped on the extended center board catapulting Chuck, (again he was 68 years old), into the air and landing in the cockpit. The Scot simultaneously righted itself with both sailors back on board. I watched in awe and befuddlement. Chuck somehow found the head of the crumpled mainsail in the chaos, mad noise and pounding sea and wind conditions. He secured it to the halyard clip and cranked the mainsail back up the mast. He then grabbed the tiller, fell off the wind, and was back in the race. All this happened in less than 120 seconds. I asked Ned how was that possible for anyone, let alone a 68-year-old man. By the last leg of*

*the race, Chuck and Chip had overtaken us and crossed the line two boat lengths ahead.*

*Chuck would race Flying Scots for almost another 25 years. I think Chuck loved sailing for its man vs. nature and man vs. man aspects. I think he loved sailing equally as much because it is also all about love of the sea, harnessing the wind, and the Corinthian spirit shared with his fellow sailors. It seems he wanted to teach others what he comprehended more than most."*

The Winans family cherishes that tribute and thanks Andrew for the memory of it.

Besides Chuck's love of racing and sailing in general, his other two goals were to grow the fleet, and to empower the younger generations. Beginning in 2014, he volunteered to help expand and build out a recently created non-profit club – Pleasant Bay Community Boating – in Chatham, MA. They had amassed 7 or so ageing and semi-functioning Flying Scots, and with a lot of donated spare parts and great volunteer efforts, they turned it into a very viable destination for learning and recreational sailing. As Chuck's family tells it, he was incredibly humbled and honored several years later when they celebrated him with a plaque at the base of a flagpole, that simply says, **"Chuck Winans...Sailor, Mentor, Friend...Mr. Flying Scot."**

Chuck turned 93 on July 12, 2022 and, as mentioned earlier, sailed that entire season, even winning the 1st Place trophy for the July Series Challenger Fleet. He alternated between skippering and crewing with his oldest son Chip, and he did some three-generational racing with other son Rob and grandson Kimball. Just as important for him, though, was the mid-week time he spent teaching and sailing with prospective new Scot sailors – both young and old – and sharing his skills and insights. Nothing made him happier than just "hanging out at the docks", and pre-season and post-season, he could always be counted on to be in the parking lot helping to either set up or dismantle other member's Scots.

Chuck Winans was a true ambassador for the sport of sailing, and was never happier than when near the water. He would be incredibly humbled to hear that the Flying Scot Sailing Association (FSSA) and the District Governors just voted to have a new New England District Championship Trophy named in his honor (again, having been the first recorded winner in 1965, and once more in 1982). What Chuck initially saw in the Flying Scot back in 1964 – as the perfect all-around sailboat – never changed even 59 years later. He was, indeed, "Mr. Flying Scot". 🚢

Three generations in a Scot.





# FS Fleet 23 Open House Regatta - 50 years of Good Vibes and Good Times

By Fleet 23 Leaders, Nina, Mandy, and Heidi



**T**hroughout the 1960s and early 70s, there were several members of Flying Scot Fleet 23 at Corinthian Sailing Club on White Rock Lake in Dallas, Texas that traveled to the NAC and District regattas regularly. Good Times were had. They were treated to great hospitality by those host clubs and we wanted to reciprocate those Good Vibes. During a social get-together some of the fleet members devised

a regatta plan which called for all-inclusive food and beverages, accommodations for guests in members' homes, a steak dinner on Saturday night, and Championship and Challenger scoring. Wow, that is Groovy!

That Groovy plan is the one we still follow 50 years later. The regatta has seen heavy air, calm conditions, extreme hot days, soaking rain, and lake flooding. There have been debris fields spread across the racecourse after floods that included float-

ing large ant beds, sofas and refrigerators. Not so Groovy! There have been spectacular capsizes, heroic rescues, 2-hour protest meetings, water fights and an equal share of crying and laughing. Of course, there were also those perfect weather weekends too and the unforgettable numerous pranks. Such Good Times!

Over these good years, we were honored with Scot sailors traveling in from a distance including Harry Carpenter, Bubby and Marcus Eagan, Greg Fisher, Larry Taggart, Steve 'Doc' Bellows, Jerry Hartman, Graham Hall and John Domagala. Local Scot sailors that regularly participated included Fred Tears, Roz Bowen, Nat Wells, Brad Davis, Kelly Gough, Bill Draheim, Kelson Elam, Paul Forester and many, many others. Fleet 23 is marvelous and, it is also a giving fleet.

While there might be talk about sailing on small, inter-city lakes, like White Rock Lake. Corinthian Sailing Club has graciously hosted 3 Championship of Champions Regattas, the Hinman Cup Team Racing Championship, Flying Scot Wife-Husband and Women's National Championships, Snipe and Butterfly Nationals and too many district championships to count. In addition, Corinthian Sailing Club was the first club to win the prestigious St. Petersburg Trophy TWICE! So, while the hosts strive to throw a way out party and make you feel welcome on shore, the level of competition is always superb. Can you Dig it!

This year's theme is 50 Years of Good Vibes and Good Times. We think it would be groovy to have you and 50 plus other boats for our 50th anniversary. I know you can feel the excitement and thrill for

*Continued On Next Page*

a grand groovy regatta. This year's Open House Regatta will be October 13th - 15th. The regatta fee is \$135 for early registration through September 23rd and includes the entrance fee, meals for two for a Fab Friday welcome party, some solid southern home cooked breakfast and lunch Saturday and Sunday. And yes an outta sight Steak Dinner by American Butchers on Saturday. The adult beverages will be solid man and you will be digging the deserts. You can register now by visiting the Corinthian Sailing Website at [www.cscsailing.org](http://www.cscsailing.org). We have boats available for charter and housing by many of our club members. These are first come first serve for both boats and houses, so be on the make. T-shirts will be available for purchase separately and expect rad giveaways and trophies. Our amazing Regatta Team is chaired by the one and only Mandy McCracken-Atkins. We are working diligently to bring you an event which demonstrates our love for sailing and social festivities.

Contact us with any questions: Heidi Gough, Fleet 23 Captain at 972-977-9369 or [heidi.gough@raymondjames.com](mailto:heidi.gough@raymondjames.com) and Mandy McCracken-Atkins, 214-448-8156 or [mma4fa@gmail.com](mailto:mmma4fa@gmail.com). 🚤



## Tears downs Elams for Road

Fred Tears of Dallas won the Road Runner trophy in Texas last year. Fred's four best races — out of six possible regattas — totaled a quarter of a point better than the four races sailed by Dick and Kelson Elam of Austin.

The Road Runner trophy goes to the district sailor who finishes best in four of six designated regattas.

Tears finished first at the Houston midwinter, tied for first with Roz Bowen of Dallas at Fort Worth, finished second at the Austin Governor's Cup, and finished third at both Port Arthur and Dallas White Rock regattas.

The Elams started late, but also won two regattas. Father Dick won at Austin, and son Kelson won the

San Antonio Wursthfest regatta. Dad finished second at Port Arthur, and Kelson fourth at White Rock.

Roz Bowen, with a third at Houston and a first at White Rock, had a chance for the trophy, but she was unable to attend the final regatta at San Antonio.

Dr. Arnie Harper of Port Arthur finished third in the trophy competition.

Don Price of Houston won the Port Arthur regatta. He finished second at San Antonio and eighth at White Rock. Like Bowen, he needed a fourth regatta entry to meet the fourth regatta requirement.

Jim Callaway, formerly of Austin and now living in Houston, donated the trophy — a chapparral "road runner" bird statuete.





# Simply Superb Saratoga

By Diane Kampf, FS#6130, FSSA Web Editor



**W**e just always have a great time at Saratoga. When there is wind, no wind, rain, thunder and lightning, sun, when we go to the track, when we don't go to the track, even with a broken foot -

no matter, it is just fun to be there. This year the Saratoga Lake Sailing Club hosted its 37th Annual Invitational Flying Scot Regatta in conjunction with the Flying Scot NERD Championship. Regatta Chair Steve Healey did a great job preparing for the regatta and I was happy that we were able

to locate and obtain the beautiful NERD trophy the prior week so it could be presented at trophy time.

The New York Lakes, Greater New York, New England and Florida districts were represented at the regatta. But we had a

*Continued On Next Page*





nice surprise when we got there seeing a camper van from Washington state next to us in our parking space. It turns out that Paul and Hongyan Newton from the Pacific District have been making a trek across the country to go to as many Flying Scot Regattas as they could. There is not much racing in the Seattle area, so they looked on FSSA.COM and made a list of events to attend. They sailed at Fishing Bay Yacht Club, Deep Creek, Decatur Yacht Club, Ephraim Yacht Club and now Saratoga Lake. What a great adventure!

After dropping our dog Dory at her spa,

our Friday drive to Saratoga was pretty uneventful, so we arrived about 12:30 to a nice welcome from friends who were already there. After lunch, we got the boat rigged and spent a nice sunny afternoon visiting with old and new friends. The evening included traditional meatball subs with snacks and plenty of beverages, courtesy of Shirley Waterfield and crew. We settled down for the night in our Roadtrek for a peaceful night's sleep. A few other people were in campers, some were in tents, some staying in the house, and some staying at their own home or at a host's home.

Saturday, after a yummy pancake breakfast by Shirley and crew, we got our boats in the water. Shirley Waterfield and crew had prepared our lunches to take out with us – how cool is that? So, Mother Nature brought a nice sunny day in the high 70's, with a promise for wind, but the morning delivered little to none. PRO Dave Hudson was forced to fly the postpone flag, then continually checked for any sign of steady wind. Lo and behold at 1:00 PM, the southerly wind filled in nicely at 12-15 MPH. The Race Committee was able to hold 3 Windward-Leeward races, hoping for a





NERD picnic.



4th, but the moderating wind was not quite enough for another race. After racing, we were treated to a super Italian feast, followed by fried ice cream for dessert. What a great day, both on and off the water.

After a good night's rest we were ready to do it all again, starting with a continental breakfast on the porch. No postponement was needed on Sunday with a nice 8 MPH southerly wind waiting for us. After 2 General recalls, the wind had shifted so much that the Race Committee had to reset the course. Although the wind was slowing a bit, we were able to get in a 3-leg

Windward Leeward race, where Greg and I actually led for a little more than 2 legs! After that, the wind was no longer raceable, so in we went to pack up and attend the awards ceremony. Of course, the wind was perfect later in the day, but we were happy to get in 4 good races.

In 1st place with 4 points/bullets, Jeff and Amy Smith Linton from Davis Island Yacht Club in Florida. In 2nd place with 15 points, John and Connie Eckart from Massapoag Yacht Club in Massachusetts. In 3rd place with 20 points, Joseph and James Pelosi from Riverton Yacht Club in

NJ. Full results are at <https://tinyurl.com/nerdfssa> and photos I took on my phone are at <https://tinyurl.com/nerdflickr>

The drive home was pretty uneventful although we took a detour to avoid a backup on I-90. We were able to get home in time to pick up Dory from the spa, so we had a very happy Sunday night as well.

Thanks again to Saratoga Lake Sailing Club, especially Fleet Captain Steve Healey, PRO Dave Hudson and Hostess Shirley Waterfield for a wonderful event. If you have never sailed at Saratoga, try it some time – you definitely won't regret it! 🚤



# The 2023 New England Districts at Sandy Bay Yacht Club in Rockport, MA

By Diane Kampf, FS#6130, FSSA Web Editor

Kate & Roger Sharp leaving Rockport Harbor in the E'ly zepher.



The Massapoag band - always a joy to see wherever they travel in New England.



**S**andy Bay Yacht Club in Rockport, MA, hosted the 2023 Flying Scot New England Districts on 7/30/2023. Rockport is a charming New England Town with lots of shops, restaurants, bed and breakfasts and lots of fishermen. It is always fun to visit Rockport and we are lucky that they hold Flying Scot events that get us there from time to time.

The forecast during the week showed beautiful weather every day EXCEPT Saturday. The predictions for Saturday were for storms, thunder and lightning,

heavy wind and maybe even hail. Well that did not stop Fleet 11 from continuing the planning given that the forecast might be wrong. We all love going to Rockport just for the views and the shops and restaurants, as well as the Fleet 11 hospitality,

The weather also did not stop the out-of-town boats who planned to attend – we were all there. We had 14 boats from Sandy Bay Yacht Club, Massabesic Yacht Club and Massapoag Yacht Club. Greg and I drove up to Rockport on Saturday morning and most of the way the sun was out or just a little behind some small clouds. We got

there at 7:00 AM and luckily had no traffic at all getting there. It was already a good day and we had not even hit the water yet.

We got our boats in the water, had a little breakfast then had the skippers meeting at 9:00 as planned. Fleet Captain Margot Hintlian welcomed us and mentioned hope for the wind to fill in. But PRO Steven Ouellette had to put up the postpone flag when the wind did not come. But at least it was not thundering and lightning – not even a sign of rain. And it was a beautiful sunny day, a good day to get out on the water.

I give this PRO a lot of credit for per-





Steve Ouelette, a real PRO for a tough day on the water.



Cargo barge from the *Deliverance*.

severance and patience. When it looked like the wind was finally beginning to fill in, he took advantage of the opportunity and got us out on the water. Three or four attempts were made to set a course as the wind came and went but just would not hold. Finally, after a couple of hours on the water, the wind shifted and we were able to get racing! We sailed a 5-leg W-L race and at the end of the race, the wind died and we all headed back in. It was tough on many of the boats in the fleet trying to finish with only a little wind, but everyone managed to finish.



Another well deserved win for Connie & John Eckart.



Fleet 11 Captain, Margot Hintian, addresses teams at the skipper's meeting.

There were 4 boats from Massapoag Yacht Club and we were 1, 2, 3, 4 for most if not all of this race. First place changed a few times, but in the end John and Connie Eckart were 1st, Roger and Kate Sharp were 2nd, Greg and Diane Kampf were 3rd and Gary Werden and Brandon Dickerman were 4th, all from Massapoag. Full results are at <https://bit.ly/2023NEDS>.

We were treated to a cookout followed by awards for the top 3 teams. Margot thanked the Race Committee and all the volunteers who helped make the event possible. We got out of the water and packed up just in time for the rain to start so our timing was impeccable. We drove home mostly in the driving rain, grateful that we got in a race and got off the water before the thunderstorms

came. Another New England Districts was in the books.

Thanks to Sandy Bay Yacht Club for a fun event, we can't wait to go back there! Fleet 196 will host the 2024 Districts at Massabesic Yacht Club in Manchester, NH. We always have a fun time there! We want to thank our District Governor Tim Mallette for his years of service as our Governor. Tim continues as the Scots n' Water Editor. We are currently looking for someone to take on the District Governor role which Tim will fill until a replacement is found. Send nominations to Fleet Captains for an election. District Governors typically serve for three or four years. The work load is light, but year round and integral to the success, improvement, and sustainability of the Flying Scot class. 🏴‍☠️



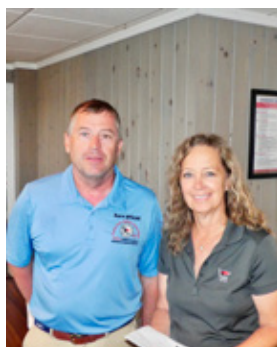
## 2023 Women's NAC at Westhampton Yacht Squadron

Remsenburg, NY, 07/14/2023 to 07/16/2023

*Smiles all around!*







Continued On Next Page







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# 2023 Women's North American Championship

By Nancy Claypool, FS#5945, FSSA Past President



The Flying Scot Sailing Association's 2023 Women's North American Championship (NAC) was held the weekend of July 15 to 16 at the Westhampton Yacht Squadron (WYS) on Moriches Bay in Remsenburg, New York. Several years ago, the Fleet Captain at WYS, Dave Kisla, and his team decided to put in a bid for this event,

because they had sent a team to the first, stand-alone Women's NAC in Massapoag in 2018. The women had such a good time that they wanted to host a Flying Scot event. The Women's NAC was a perfection option for them since it is a manageable size and would also promote sailing among the women of the club.

WYS submitted a bid to FSSA to host the Women's NAC in 2023. They are a

little off the beaten path (as are a number of clubs), but FSSA tries to move regattas to different geographical areas. This helps to showcase different fleets and make it more convenient for local and regional racers to attend events. FSSA approved WYS's bid, because they successfully addressed all the criteria for hosting such an event, and Dave was very enthusiastic and persistent.

The Westhampton Yacht Squadron is



a member of the Great South Bay Yacht Racing Association (GSBYRA) which has been supporting women's racing for a long time. In 1935, the GSBYRA started the Morgan Bowl, an all-women's race in Mobjacks. In the 1990s, it changed to being sailed in Flying Scots, and WYS decided to host the event in 2019, 2021 and 2022 as practice for the FSSA Women's NAC.

In taking responsibility for the Women's NAC, WYS' motto was "We're putting this on, and we have to show up!" The club set out on a plan of trying to get several women together to sail in the Morgan Bowl, including those who sailed single-handed boats such as Sunfish, to help prepare them for the WNAC.

The club started a program on Thursday nights of informal Flying Scot "racing", meaning that none of the "races" were scored because the goal was just to teach everyone how to sail a Scot. This took a lot of work, and several men showed up to help. For six or seven weeks, they threw out three marks, set short courses, sent out an instructor, and moved skippers around from boat to boat. Luckily the breeze in the evenings was light, and all these practices gave the women the confidence to learn to fly the spinnaker. The result was that the Westhampton Yacht Squadron went from two to three to four teams. They were ready for the on-the-water portion of the WNAC.

If you have ever helped run a regatta, you know there is a lot of work to do off the water. From a financial standpoint, when Dave and his team started, they were at a \$2,000 deficit, and they came up with several ideas to raise funds. One is the Instructors' Challenge. In this event, WYS members bid to have an instructor of their choice skipper for them. This event raises about \$3,000 to 4,000 per year, and WYS saved the money for sails for their club boats. WYS also sponsors Children's Adventure Sailing in Flying Scots on Mondays, Wednesdays, and Fridays. The club takes children out to the island, the beach, or to see an eagle's nest in a Flying Scot. (A side benefit is that children learn to sail a Flying Scot without knowing it.) WYS uses that money to maintain their club Flying Scots, and they usually budget about \$2,000 - 2,500 per year for their upkeep. Another idea was a lesson program. They



Tightly packed ladies.

charge for six weeks of adult Flying Scot lessons on Tuesday nights. They gear the boats to the people who come out and provide a patrol boat as a safety vessel. WYS is trying to do two things with this program: first – get people on the water for informal pleasure sailing or cruising, and second – get people into racing. At a minimum, it gets adults out on the water on non-race days. The financial benefit is that this provides funds to help keep the club boats and sails in good condition.

They also obtained sponsors. They reached out to club member Jenn Truscott to lead this effort, and she created different sponsorship levels and a brochure to present to potential sponsors. Most sponsors were local, but some were well-known national names. Jenn was so successful in campaigning for sponsors that there were enough funds to not only cover the standard regatta expenses, but the club was able to offer meals free of charge for the third crew (which is common for all-women teams) and help pay for meals for the volunteers. In return, the sponsors names were all over glassware, apparel, banners, and even the race marks.

The Women's NAC began on Friday night with checking in and a great informal

meal to meet other competitors. Those who arrived early were given a tour of Moriches Bay by the PRO, Jim Schulz. After dinner, another fun activity was a "Moriches Manicure" party. The club provided red and green nail polish so that the women could get their nails painted properly for racing, and even some of the men joined in! It was a blast.

Saturday morning, we were able to see the boats available to borrow/charter. One of the components of the Women's NAC that has made it successful has been the ability to borrow/charter boats, because it's difficult to drive your boat across the country for a weekend event. WYS made seven boats available for charter – their four best club boats and three private boats. The club boats had brand new sails, thanks in part to the sponsorship funds, and the hulls and rigging were in great shape. Dave and his team had gone through every nut, bolt, and screw on the boats and made sure they were equally tuned and race ready.

The PRO held the competitors' meeting and discussed his plans for racing for the day. The women launched the boats with the help of many male volunteers who pushed trailers to the launch area, manned

*Continued On Next Page*



the hoist, moved boats along the dock, and towed boats out to the end of the narrow channel. This was one of the few regattas where the rule “no one gets towed unless everyone gets towed” took place.

Jim ran three races on Saturday, a five-leg, then a four-leg, then a five-leg race. The wind varied from about four to ten knots, and the tide came in and out during the races. The races were competitive right from the start where there was some brief “conversation” between competitors shortly after getting off the line. Throughout the day, the fleet was sometimes all on one side of the course, and at other times it was split. The wind shifted several times, and the boats that stayed in phase with the wind gained on the ones that held their course. Sally Morris from Birmingham Sailing Club brought her own boat and won the first race. Nancy Claypool from Southern and Ephraim Yacht Clubs won the second race (in a club boat), and Jenn Truscott from WYS won the third race.

There were several spectator boats that took sponsors and club members out to

the race course. The men loved watching the racing. The husband of one of the local women who was on the finish boat enjoyed watching the “chess game” as the sailors approached and crossed the finish line. What was very rewarding to several of the WYS male spectators was seeing how well their club boats performed against private boats, and that they could win races. This goes to show that club boats can hold their own if they are taken care of, tuned properly and, of course, set up with good sails.

There had been some discussion about sailing a fourth and possibly a fifth race on Saturday, because rain and 30 mph winds were forecast for Sunday. However, the Race Committee decided that they didn’t want to overdo the amount of racing in one day, and they sent everyone back to the dock after the third race.

That evening, Jenn and her team arranged for a fabulous buffet that included clams, mussels and steamed lobster (thanks again to the generous sponsors). What a first-class event! Before we left for the evening,

the PRO told everyone that we would be racing the next day, and he moved up the competitor briefing to 8:45 a.m.

When we woke up the next day, the trees were swaying, and there was rain. The updated forecast on the wind apps varied from challenging but sailable conditions to non-sailable conditions. There are guidelines FSSA provides for race committees to help them decide if the overall sailing conditions are appropriate for racing in Flying Scots, and the PRO had read them ahead of time. He called an early meeting at 8 a.m. and announced that he was cancelling racing for the day – not just because of the wind and rain, but based on his experience, all the conditions were ripe for waterspouts. WYS puts a strong emphasis on safety, and it was good to see the RC looking out for everyone’s safety.

Everyone had already planned to stay for lunch, and the club decided to hold the closing festivities at lunch. That left everyone with a few hours of free time, and a local competitor offered to give a tour of the area. Even though it was raining and blowing, several of us got in cars and followed her out to the Atlantic Ocean side of the bay to the dunes and beaches. When we got out to take pictures, the only people out in the ocean were the kite boarders taking advantage of the high winds. Back at the club we were treated to the best leftovers ever for lunch – lobster rolls and more. The commodore then exchanged burgees, presented the trophies and thanked everyone. Regatta Results

Lastly, all the competitors went outside and posed in front of the new sailing center for a group photo. When the club members saw all the women together, they all agreed that the effort to put on the Women’s NAC was well worth it. The club received a lot of positive feedback with some sponsors saying that would support women’s sailing events in the future. The regatta brought a lot of women together from far and wide, and there was great camaraderie. The best part is the growth that WYS enjoyed in getting more women to race.

Thanks to Jenn Truscott, Dave Kisl and the entire team of volunteers and staff at WYS for putting on a great regatta. All of us were very glad we made the trek to the Westhampton Yacht Squadron. 🚢



# Timing Is Everything: My Five Days at North U.

By Marilyn Archibald, FS#4808, Fleet 11

The watch is blue and black, the face comically large with a multitude of buttons and a huge digital read-out. It is my entire world now. There is nothing more important at this moment than this watch. Nine other boats jostle for position as we head for the starting line. The waves are high and the wind is screaming. Coach Mark is rapping out instructions and commands to our four-person crew.

"TIME! I need the time!" He yells to me.

"20 SECONDS!" I shout back, my eyes glued to the watch face; my alpha, my omega, my everything. "15! 10!" I count down to zero, straining my throat. The starting horn blares. The boat turns, leaps forward and now we're racing. My crewmates get some chuckles out of my monomaniacal focus on the watch, but after messing up a few times, I am determined to do at least this right.

It is March of 2022 and we are at North U., a five-day seminar sponsored by North Sails at the St. Thomas Yacht Club, USVI. The water is gorgeously aquamarine, the palm trees green and graceful, but our attention is less on those than on the many finer points of sailboat racing. There are ten coaches, and about 40 participants from all over the country, including an all-woman team from Boston Blind Sailing, which pairs blind and visually impaired sailors and guides.

All the boats are IC-24s (modified J24s). Ours is named *Desperado*, which describes my state of mind at many points. In addition to me and husband David, our team consists of Steve from Chicago and Mike from Connecticut, both gentlemen and very good sailors. Our coach is Mark Laura, a retired airline pilot, world-class sailing

champion and former US Olympic team coach, whose accomplishments would take up all the space I have here and more. As on *Survivor*, this is our tribe, and we quickly have each other's backs.

The first few days are about practicing techniques and learning to work as a team. After that, it is all racing, all the time. We also have classroom lectures by the dryly humorous and super-knowledgeable Bill Gladstone, director of North U., at lunch and the end of the day (it's possible that some adult beverages were consumed at this point. It's also possible that I didn't go to most of the post-race lectures, my limit for sailing information having been hit sometime earlier in the day).

Coach Mark is a passionate teacher. He is lavish with praise when we do something right and gentle but steely with corrections when we err. It matters to him that we learn and do well, and he wants us to win. This kind of sailing isn't child's play—ten 3000 lb-plus boats are sailing very fast in



close proximity to one another. People can get hurt.

The weather adds to the challenge, with wind speeds increasing each day and plenty of tropical downpours. At one point, a brief but fierce squall hits the fleet with

*Continued On Next Page*

## Timing Is Everything: My Five Days at North U.

(continued from previous page)

sideways-slanting rain and 30-knot winds. On another day, in gusty breezes and big waves, we broach—the boat goes sideways. I'm not much of a sailor compared to the good people, but it's a testament to how far I've come that I was not afraid during either of these moments. Wet maybe, but not afraid.

But on Sunday, the last day of the clinic, the wind is predicted to be consistently 18-20 knots, gusting higher. I tell Mark on Saturday at lunch that I'm not sure I can handle it. He says it's my decision, but I can tell that he's disappointed in me. Dang it, I'm disappointed in me. I decide right then that there is no way I'm going to let my team down, even if my most valuable contribution is yelling out the time.

I'm there on Sunday, and I realize I wouldn't have missed it for anything. We finish up the clinic in very respectable fashion, with a lot of good races and finishes, new friends, and more confidence than we know what to do with. Or maybe that's just me.

Turns out that most of the important points in sailboat racing—watch the sky, don't be late, break away from the pack, communicate with your team, drink lots of water, and don't be a marshmallow\*—can be applied to life in general. We would all do well to keep them in mind as we navigate through our days. Meanwhile, my touchstone, my Hope Diamond, my love, my hate, my nemesis—my sailing watch—is sitting on the kitchen counter. I'm torn between never wanting to see it again or framing it and hanging it on my mantle.

What the heck, I think I'll go buy a frame.

*\*Marshmallow (sailing slang) A soft target or pushover, one who will not defend their position; ideal to start next to in races. Some sailors say that if you can't SEE the marshmallow, you ARE the marshmallow.*

Marilyn Archibald ([archie4618@aol.com](mailto:archie4618@aol.com)) and her husband David sail Flying Scot 4804 Talk like a Pirate with Fleet 11 at Sandy Bay Yacht Club, Rockport, MA. Arrrrrr. 🦋

## Watercolor and Cut-Paper Image of Rockport, Massachusetts, Home of Sandy Bay Yacht Club and FS Fleet#11

By Marilyn Archibald, FS#4808, Fleet 11

*Here is the key to my watercolor and cut-paper image of Rockport, Massachusetts, (below) home of Sandy Bay Yacht Club and FS Fleet 11.*

**TLAP:** Our boat, full name Talk like a Pirate, FS 4804. Arrrrggghhh! Those weird stick figures are us, lol.

**"Ned went that way":** Ned Jeffries, FS #4260, who often seems to be ahead of us. Asking a whale for help catching him is not cheating. Also this is a Happy Whale, which is the name of a longtime toy store on Bearskin Neck.

**The two lighthouses:** The Twin Lights of Thatcher Island, with the current towers built in 1861.

**Taffy, Fudge:** Rockport is awash in both; however Tuck's Candies is the best.

**The Paper House:** A Ripley's Believe it or Not style oddity in the Pigeon Cove area of town, a house built of varnished newspapers by Ellis F. Stenman, who began the project in 1922.

**Motif #1:** The iconic red fishing shack pictured here; the symbol of Rockport destroyed by the Blizzard of '78 but faithfully reconstructed.

**Happy Place:** Self-explanatory to any Flying Scot sailor. 🦋







3d printed deck pins.

*Breezin' Up* by Winslow Homer (1873–1876), located at National Gallery of Art, Washington, D.C.

Following an extended trip to Europe in 1866–1867, Homer returned to the United States, and turned his attention to lively scenes of sports and recreation, painting warm and appealing images that perfectly suited the prevalent postwar nostalgia for a simpler, more innocent America. *Breezing Up (A Fair Wind)*, painted during the country's centennial year, has become one of the best-known and most beloved artistic images of life in 19th-century America.

Timothy Tsiatsios of Manchester NH crafted these replacement boom crutches as part of restoration work on FS “*Ripple*” formerly named “*Breezin' Up*” and owned by the Kolterjahns.

The new *Breezin' Up II* is moored in Rockport MA.



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## Regatta: 2023 Potomac River President's Cup Regatta

Date: 09/23/2023 to 09/24/2023

District: Capital

Info: tephil89@gmail.com

## Regatta: 2023 Scot-A-Hoochee Regatta at Lake Lanier, GA and Clinic

Date: 09/23/2023 to 09/24/2023

District: Dixie Lakes

Info: fs3754@gmail.com

## Regatta: 2023 Wife Husband Championship, Birmingham Sailing Club, AL

Date: 09/29/2023 to 10/01/2023

District: Dixie Lakes

Info: wadesail@att.net

## Regatta: 2023 Cedar Point Fontelieu One Design Regatta

Date: 09/30/2023 to 10/01/2023

District: Greater New York

## Regatta: 2023 Great Scot Regatta - Birmingham

Date: 10/06/2023 to 10/08/2023

District: Dixie Lakes

Info: wadesail@att.net

## Regatta: 2023 Roger Punzi Invitational

Date: 10/07/2023 to 10/08/2023

District: Greater New York

## Regatta: 2023 Open House Regatta - Corinthian Sailing Club, Dallas, TX

Date: 10/14/2023 to 10/15/2023

District: Southwest

Info: hsgough@gmail.com

## Regatta: 2023 Flying Scot Open House Regatta

Date: 10/14/2023 to 10/15/2023

District: Southwest

Info: Heidi.Gough@raymondjames.com

## Regatta: 2023 Sail-Fest Regatta, Kentucky Lake Sailing Club, Grand Rivers, KY

Date: 10/20/2023 to 10/22/2023

District: Ohio

Info: Dougcotton63@gmail.com

## Regatta: 2023 Wurstfest Regatta at Lake Canyon Yacht Club, TX

Date: 11/03/2023 to 11/05/2023

District: Southwest

Info: wright\_bo@hotmail.com

## Regatta: 2023 Fall 48 at Lake Norman Yacht Club

Date: 11/04/2023 to 11/05/2023

District: Carolinas

Info: vols1891@icloud.com

## Regatta: 2024 Midwinters at Lake Eustis, FL

Date: 02/16/2024 to 02/18/2024

District: Florida

Info: Raylaguna5@gmail.com

## Regatta: 2024 NAC at Cedar Point Yacht Club, Westport, CT

Date: 06/23/2024 to 06/27/2024

District: Greater New York

## Regatta: 2024 Wife Husband Championship, Atlanta Yacht Club

Date: 09/28/2024 to 09/29/2024

District: Dixie Lakes

Info: artmolitor@yahoo.com

## NEW MEMBERS

### Boat#A3625 / Fleet#214

Joycelyn Miller  
6205 Morgan Shores Road  
Lake Arthur, LA 70549

### Capitol District

#### Boat#4774

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3909 Huntington Street, NW  
Washington, DC 20015

#### Boat#3625-6

Jim Foster  
5194 Chesapeake Avenue  
Shady Side, MD 20764

#### Boat#A6977

Reza Momeni  
PO Box 355  
New Hope, PA 18938

### Carolinas District

#### Boat#4326

Jeffrey Warner  
50 Turtle Ct.  
Youngsville, NC 27596

### Florida District

Louise McKee  
Coconut Grove Sailing Club  
2665 SW 37th Avenue #509  
Coconut Grove, FL 33133

### Greater New York District

#### Boat#4864

Janet Jurgielewicz  
114 Beach Road  
Westhampton Beach, NY 11978

#### Boat#0310

John Purcell  
54 Corey Avenue  
Blue Point, NY 11715

### Gulf District

#### Boat#4572

Benjamin Banahan  
11014 Covington Way  
Oxford, MS 38655  
Henry Hill  
3739 Durham Run Way  
Auburn, GA 30011

### Michigan-Ontario District

#### Boat#6264

Kathy & Lane Blatchford  
8298 Windermere Landing  
Watervliet, MI 49098

### Midwestern District

#### Boat#6248 / Fleet#2

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613 Ridgewood Drive  
West Lafayette, IN 47906

Ann O'Brien  
1202 Sherman Avenue  
Madison, WI 53703

### New England District

Samuel Barr  
17 Weber Farm Road  
Wrentham, MA 02093

### New York Lakes District

Hunter Allen  
14 Shipwatch Drive  
Newburgh, NY 12550

#### Boat#2801

Joshua Wachs  
12 Beresford Road  
Ballston Lake, NY 12019

### Ohio District

#### Boat#1866 / Fleet#6

Connor Lothrop  
1668 Macedonia Church Road  
Stephens City, VA 22655

#### Boat#6247

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7190 Cottesmore Lane  
Solon, OH 44139

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**Statement of Ownership, Management and Circulation**

1. Publication Title - Scots n' Water 2. Publication Number: 0194-5637  
3. Filing Date: 8/03/2023. Issue Frequency: Bi-Monthly  
5. Number of Issues Published Annually: 5  
6. Annual Subscription Price: \$8 per year, included in membership dues  
7. Complete Mailing Address of Known Office of Publication:  
Premier Management Partners - One Windsor Cove, Suite 305, Columbia, SC 29223  
8. Complete Mailing Address of Headquarters or General Business Office of Publisher:  
Premier Management Partners, One Windsor Cove, Suite 305, Columbia, SC 29223  
9. Complete Names and Complete Mailing Addresses of Publisher, Editor and Managing Editor -  
Publisher: Courtney Waldrup, Premier Management Partners, One Windsor Cove, Suite 305,  
Columbia, SC 29223 - (803) 252-5646  
Editor: Timothy Mallette, 193 Nottingham Rd, Deerfield, NH 03037  
Managing Editor: Courtney Waldrup, Premier Management Partners, One Windsor Cove, Suite 305,  
Columbia, SC 29223  
10. Owner: Full Name: Flying Scot Sailing Association (A non-profit organization)  
Complete Mailing Address: One Windsor Cove, Suite 305, Columbia, SC 29223  
13. Publication Title: Scots n' Water  
14. Issue Date for Circulation Data Below: May/June

15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months:	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		750	750
b. Paid Circulation	(1) Mailed Outside-County Paid Subscriptions State on PS Form 3541.	691	609
c. Total Paid Distribution		691	609
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail	78	78
	(4) Free or Nominal Rate Distribution Outside the Mail		
e. Total Free or Nominal Rate Distribution		78	78
f. Total Distribution		769	687
g. Copies not Distributed		231	313
h. Total		1000	1000
i. Percent Paid		89.85%	88.64%
16. Electronic Copy Circulation			
a. Paid Electronic Copies		333	314
c. Total Paid Print Copies + Paid Electronic Copies		1024	923
d. Total Print Distribution + Paid Electronic Copies		1102	1001
d. Percent Paid (Both Print & Electronic Copies)		97.89%	99.03%
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17. Publication of Statement of Ownership for a Requester Publication is required and will be printed in the 11/1/23 issue of this publication.			
18. Signature and Title of Editor, Publisher, Business Manager, or Owner Date: 8/3/2023 <i>Courtney LC Waldrup</i>			



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