

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 59 | NUMBER 1 | 2015

OHIO DISTRICT HIGHLIGHTS



2014 North Americans
1,2*,3,4,5,7,8
Great customers..
Great results!



Happy Holidays..

and thank you for choosing North!

Wishing all our customers a great holiday season! Looking forward to the see all at the Midwinters in Sarasota! For assistance with your sails, don't hesitate to contact our Flying Scot experts:

Brian Hayes 203-783-4238 brian.hayes@northsails.com
Geoff Becker 410-280-3617 geoff.becker@northsails.com



One Design

Flying Scot® Sailing Association

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

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

PRESIDENT

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

FIRST VICE-PRESIDENT

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

SECOND VICE-PRESIDENT

Bill Vogler*
9535 US Highway 51 North
Cobden, IL 62920
618-977-5890 • wvogler@siu.edu

SECRETARY/TREASURER

Bill Dunham*
700 Route 22, Trinity-Pawling School
Pawling, NY 12564
845-855-0619
bdunham@trinitypawling.org

COMMODORE

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

IMMEDIATE PAST COMMODORE

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

FSSA MEASURER

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

EDITOR, SCOTS n' WATER

Deb Aronson*
409 W. California Avenue
Urbana, IL 61801
217-344-8508 • editor@fssa.com

AMENDMENT COMMITTEE

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

WEBPAGE EDITOR

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

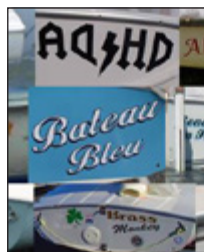
PARLIAMENTARIAN

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

DESIGNER (1904-1992)

Gordon K. Douglass

*Denotes Executive Committee Members



From the President	4
Getting into Production - Building the First Scots (Second in a Series)	5
How I Cruised into Racing.....	7
How The FS Foundation Helped Our New Sailors	9
An Act Of Sportmanship	9
The Ugly Duckling	10
Atwood Hosts Harvest Moon Regatta	12
Trophy Dedicated to Beloved Candlewood Yacht Club Member	14
Friels Win Greater New York District Championship	16
Chaos Cup Serves up Flukey Winds	17
Flying Scot Fleet 23 Open House Regatta.....	18
What's in a (Boat) Name?	19
Register for Midwinters Now	21
In Every Issue	
New Members	21
Caveat Emptor	23
Starting Line	23
District Governors.....	Back Cover

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

The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. 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.

2015 Submission Deadlines: Issue #2, stories due January 15 • Issue #3 stories due March 10
Issue #4 stories due May 6 • Issue #5 stories due July 3 • Issue #6 stories due September 5
SCOTS n' WATER (ISSNS 0194-5637) – Registered Trademark. Published bi-monthly by FSSA at One Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume M, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

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

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

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

ADVERTISING: Christina Hicks (800) 445-8629.

Cover Photo: Very tight competition on the spinnaker leg during the Greater New York District Championship. Photo: Art Petresemol





From the President

Frank Gerry, FS #6060, Midwest District



Happy New Year! 2015 is here and, with all due respect to our southern Flying Scot brethren who stay tuned up and fast all winter and all season, winter is here. So, while you are hibernating, here is your winter homework assignment. Read *Sixty Years Behind the Mast - The Fox on the Water*, by Sandy Douglass and submit a book report by Midwinters. Just kidding about that last part! But this book is very interesting reading for anyone who loves Flying Scots. It is a treasure trove of information detailing Sandy's background and, in his words, his "manifest destiny."

I had the opportunity to meet Sandy once in the late 1980s. It was, appropriately enough, at a Sandy Douglass regatta at Lake Norman, in Charlotte, NC, with Thistles, Highlanders and Flying Scots participating. The introduction left a lasting impression on me. Here I was, walking toward the clubhouse when none other than Greg Fisher called me over and introduced me to this kindly gentleman in his mid-80s. "Hey Frank, I would like you to meet Sandy Douglass," Greg said. All I remember is that he (Sandy) was dressed in a light trench coat and hat of his era AND I was a little in awe of him. Here I was in front of the person who has shaped a lot of lives with his innovation and brilliance. We chatted briefly about boats, sailing conditions and the usual stuff and then moved on. What a moment!

Not to spoil your reading experience, but the book takes you through his early East Coast upbringing, his introduction to

sailing canoes, Dartmouth education, his initial selection the Canadian Olympic Paddling team. It chronicles his building International 14s in Akron, surviving the depression in the 1930s, building the International 21s, Interlakes, starting fledgling businesses in Ohio, first in Brecksville, then Vermillion, and Grand River and, finally, to Oakland, Maryland.

The autobiographical nature of Sandy's story paints the very amazing and diverse life he lived. His remarkable insights and talents are displayed throughout with humor intertwined along the way. The history-making split from Ray McLeod (the M in D&M Inc.) in 1956 is discussed in detail as it sets

up the launch of the all-fiberglass Flying Scot. As Harry Carpenter has explained to me, not having to re-engineer a glass boat from a mahogany predecessor helped set up the Scot to be the lasting one-design construction it is today!

If there's a theme, it's Sandy's relentless pursuit of excellence. Whether it's boat design, boat building, racing, portrait painting, or singing in a barbershop quartet — it's there, his perpetual striving to be the best.

Just in case you wonder — I found 34 copies on Amazon for sale. Curl up by your fire, read this book and dream of spring. This person has shaped a lot of lives with his innovation and brilliance. ▲

REGISTER FOR MIDWINTERS NOW



Flying Scot Midwinters return to Sarasota, Florida, March 15-19 this year and registration is now open! You can sign up on line at this link: <http://www.fssa.com/National%20Event/15399>

Make sure to check out the tab labeled "venue" for a great description of the history of the club and some tips about the wind conditions.

Attendance at previous Sarasota-based Midwinters have averaged 63 boats, so the competition will be lively... plus the weather will be warm!

We have adjusted the program a bit this year. The event itself will start on Monday and conclude on Thursday (or after 8 races, whichever comes first). In addition, the warm-up regatta, which is often held at Davis Island Yacht Club in Tamps, will be held in Sarasota this year. Our club, the Sarasota Sailing Squadron (SSS), also has recently completed a dock replacement including elimination of the "bridge," so we have even more room on the water.

And lastly, for those who don't get enough sailing, there is an annual multi class "one design midwinters" regatta the weekend immediately after this event, also hosted by the SSS.

For more information, feel free to contact the regatta chair, John Pether, at jecpether@gmail.com, or fleet captain Bob Twinem, at twinem2@yahoo.com.

Getting into Production - Building the First Scots (Second in a Series)

Debbie Peterson Cycotte, FS#4603, Capital District, Class Historian

Sandy was 52 years old and had 20 years of experience building wooden boats. The wooden prototype had been no problem, but now he was faced with learning fiberglass techniques. Fiberglass was first used during World War II and had been around for over 10 years when Sandy started building Flying Scots. In preparation, he had written to many of the leading manufacturers of fiberglass and resin asking for information, and also had asked for information from the engineers and salesman who called on him. Sandy soon discovered that some of them knew little more than he did and later realized how little anyone knew at the time about fiberglass. Sandy was fortunate to have a salesman/engineer, Gerry Browne, from one of the glass companies who really knew fiberglass lay-up, come help him build the molds and in the process taught him the basic skills of handling glass and resin.

Fiberglass offered opportunities but also presented problems. Because glass is relatively heavier and denser than wood it must be thinner to equal the same weight. But, being thinner, fiberglass lacks stiffness and should be handled differently. It's flexible, but flexing can be its greatest enemy because it can lead to cracking. Using balsa blocks between layers of fiberglass — known as sandwich construction — gives stiffness simply by adding thickness, in effect creating a beam or a truss. In an effort to add strength without weight, Sandy decided to use this balsa sandwich construction. Over an area, sandwich construction provides uniform stiffness with no need for rigid members, such

as bulkheads or frames. Balsa wood by itself has very little strength and exhibits poor rot-resistance, but these weaknesses are removed by sealing and encasing it between protecting layers of fiberglass. The balsa sandwich construction appealed to Sandy as the solution to the problem of how to stiffen the broad deck and flattish bottom. With no framing at all, the crown deck of the Scot is tremendously strong and stiff, as is her bottom.

Sandy's first major step was to prepare the prototype for use as a "plug" for building the fiberglass molds. He was proud of the job he had done building the wooden boat and thought it was nearly perfect, but the boat wouldn't do because the slightest imperfections of any sort would be reproduced in the molds, and by them, into all future boats. Not only must a plug feel smooth to the touch, but it must be optically perfect against a bright light. The hull and deck must not have the slightest humps or hollows to distort the reflection of light. Another problem was, square corners and sharp angles being a curse to the fiberglass worker, everything must be given a radius. Glass strands, although flexible, are springy enough to resist taking sharp bends. Sandy spent weeks of work in filling and sanding the wooden prototype, using plaster to fill in the angles and corners of the seats, coamings, rub strips and deck molding to create a smooth radius, going over the boat from bow to stern. With easily sanded automotive primer he repeatedly sprayed on and sanded smooth, he built up the surfaces until they were perfect. At last the boat was ready for laying up the mold.

When Sandy was ready to build his

first boat and Gerry had to go back to his "real" job, he hired an "expert" to help him, but found that he knew little more than Sandy did, if as much. They worked for several days in laying up the first hull: parting film, gel coat, mat, woven roving. Then they installed the centerboard trunk. But the next morning they discovered that one of them had forgotten to mix either the promoter or the catalyst into the resin, so the resin had not reacted or "gone off." Instead, the resin and roving were a gooey mess in the bottom of the mold. With no possibility of repair the hull went to the dump and they started over, but thereafter they used a prepromoted resin, which needed only the addition of the catalyst to "go off."

It was well into the month of June, 1957, before they had the first good hull and deck ready for assembly. Fortunately by this time Sandy received some orders and money for boats from several courageous men that had seen ads in the yachting magazines and who placed their orders sight unseen for a new boat that had not even been built. At last the first boat was completed and outdoors; she looked beautiful in the bright sunlight, a perfect job. But soon Sandy noticed a bulge on the deck surface. First one, then another and another ... the balsa blocks were too large to fit the compound curvature of the deck, leaving an air pocket over each block which now was expanding in the sun. Soon the deck had a quilted look. These pockets had to be filled somehow so the deck would look smooth and feel solid. Sandy drilled tiny holes at opposite ends of each air pocket and with a hypodermic

Continued Next Page

needle injected resin until it came out the other hole showing that the cavity was filled. But when the resin cured it shrank which created a hollow over each block, which was even more unsightly than the hump had been. The balsa sandwich idea was new and Sandy thought this deck was probably the first deck ever built this way. That first deck also went to the dump.

The boat had to have flotation. Sandy wanted to use Styrofoam, but was told it could not be fastened into place with fiberglass straps because the resin would dissolve it. For the first boat, Sandy built a set of tanks by covering 12-inch-diameter fiber mailing tubes with glass cloth and resin but found them to be impossibly heavy and expensive. The engineers came up with the brilliant idea of fastening the Styrofoam in place with linoleum cement. They tried this on the second boat, installing them with the boat upside down. The next day the first new owner, Jack Brown, was due to arrive and pick up his boat, but after they went to turn her right side up they soon heard a clunk, then another clunk and another.... It was the Styrofoam falling down. They decided against further use of linoleum cement but it was too late to try anything else since Jack had arrived at this point. Jack was understanding and headed back to Benton, Ill., with no buoyancy equipment in his boat on the assurance that Sandy would somehow solve this problem and complete the job in Benton, which he did and had a wonderful visit with the new owners. The ultimate solution to the problem was to use fiberglass straps but to insulate them from the Styrofoam with strips of waxed paper that protects the foam until the resin has cured. The same process is still used by Flying Scot Inc.

The problems and mistakes Sandy made in the beginning now, in retrospect, often have simple and obvious solutions. But to the pioneer who had to feel his way along in 1957 they were challenging indeed. They had two Scots built and three more were on order. Many of these early boats were built out of sequence because some wanted the boat now and others the following spring. Sandy built six or seven boats the first season.

I thought it would be interesting to

include prices for 1957; but in terms of real dollars the boat is less expensive now than then. For example, a Flying Scot, complete with a jib, main and trailer cost \$2,301 in 1957, which in today's dollars would be \$19,491. An equivalent boat today costs \$18,200... In today's dollars, a Flying Scot is about 7 percent less expensive than the 1957 boat.

Jack Brown was the most anxious for his boat and had the first boat, #4. Sandy reserved hull #1 for himself, but did not have time to build it right away as he had orders to fill first. He built #1 several boats later but didn't sail it long and sold it only weeks later to George and Irmgard Schildroth in Chattanooga, TN. Number #1 has changed owners many times but was re-purchased by Flying Scot Inc. in celebration of the 25th Anniversary Regatta in 1982. Harry has raced the boat many times since, including the 50th Anniversary NACs. Hull #2 is now

owned by Tommy Weaver who sails out of Lake Murray in Columbia, South Carolina. Hull #3 is in the DC area but reportedly is in bad shape. Hull #4 is now on the second floor in the Transportation Museum in Oakland, MD. Hull #5 was refurbished by Flying Scot Inc. a while ago and is now out west somewhere. Hull #6 may or may not be in Annapolis. Hull #7 sails out of its home waters on Deep Creek Lake.

Next article will include how Sandy chose our name, the logo, and his early efforts to promote the Flying Scot.

*Information for this article came from Sandy's book, *Sixty Years Behind the Mast - The Fox on the Water*; the three-part series of articles in *Scots n' Water - Birth of the Flying Scot - Sandy Explains How the Scot Was Born May, June and July, 1974*; *Highlights of Scots n' Water*, published in 1998; and from our builder, Harry Carpenter. ♣*



Foundation: Challenge Grant Match Program

The Foundation receives numerous small donations each year from Scot sailors. This coming year, several generous supporters have banded together to offer the Foundation a \$10,000 CHALLENGE GRANT. **Starting with the FSSA fiscal year in January, 2015, Donations up to \$250 will be matched dollar-for-dollar with Challenge Grant funds, doubling the impact of these donations on Foundation programs.** Please help the Foundation capture these Challenge Grant funds. Donations of any size are appreciated and can be made easily during the FSSA membership renewal process. Donations also can be made anytime during the year through the FSSA website Foundation page. Thank you for your support and many thanks to the sponsors of the Challenge Grant.

How I Cruised into Racing

C. Burmester, FS#4233, Ohio District

Until six years ago I thought a Catalina 22 was a huge boat. According to my memories as a 13 year old, it was colossal due to my dad having it delivered to our driveway and his letting me “sail” it on the trailer. I could not wait to get started with the new family hobby of sailing.

But the experience did not live up to what I had hoped for and by the following summer I preferred to not go to the lake.

At 16, my enthusiasm for sailing returned thanks to a Sunfish and a laid-back summer camp sailing program. They supplied the boats and after minimal instruction, launched us into the school of trial and error. Such fun and camaraderie, I was hooked.

The opportunity for sailing did not return until my second year in college. Sailing 101 would fulfill a gym requirement? Sign me up. Thanks to this class I then spent three summers “teaching” sailing at that same summer camp. (Some US Sailing Instructors are probably chuckling at this thought right now.)

That was when sailing became a part of me, or perhaps when I became a sailor.

Since then, life took me out of the Midwest, over to The Netherlands, and away from sailing for many years, before bringing me to Pittsburgh with three young children in tow.

In January 2009 I decided it was time to reignite my interests. So just out of curiosity I Google-searched for sailing near Pittsburgh and couldn't believe what the top hit was showing. There was a sailing club just 45 minutes up the road. My membership form was in the mail by



From left, Dan Goldberg, Joni Reis, and Cheryl Burmester.

the end of that day. And I even signed on for teaching at their Youth Sail Camp. Moraine Sailing Club, here I come!

MSC offered winter seminars covering the basics of learning to sail. So off I went to refresh my memory and bring some summer to February. As we introduced ourselves, I mentioned that I had taught sailing at a camp. The lead instructor commented that summer camp sailing is quite different from the Learn To Sail (LTS) course they offered. I wondered what he meant by that. Well, by the end of that day I questioned whether I really could sail a boat. There was foreign talk of technique and details. Maybe there was more to sailing than I thought. So I signed up for their LTS program, still thinking it would only be a refresher.

Although the boat was unfamiliar to

me, being in the Flying Scot on the first day of the course was like a homecoming. Having the tiller in one hand and the mainsheet in the other was a perfect fit. The decades had just dissipated and it was all coming back. Except for the confidence, but the instructor, Joe Shields, supplied that immediately. And then a new world opened up when he explained about trimming the sail to go faster.

In all my young years of sailing my only goal was to have fun, avoid unintentional capsizes, and get back to shore. I became intrigued by this new concept of sailing better and faster. Obviously there was a difference between taking a sailboat out on the water and sailing a boat.

Midway through the LTS program, thanks
Continued Next Page

to Dan Goldberg's invitation, I gave the MSC Learn-to-Race day a try. It was rewarding and exciting, and I wanted more.

When a mother of three somewhat young children decides she wants to be able to sail, she needs to get her kids excited about sailing too. So that was my next step. With the help of Racine Yacht Club, sailing grandparents, and MSC Youth Sail Camp, all three of my children have come to really enjoy sailing skillfully. (And surely their sailing adventures to Lake Arthur's ice cream concession stand didn't hurt.)

Speaking of sail camp, I was the one chuckling at myself for thinking I could "teach" sailing prior to attending the LTS program.

Towards the end of summer and having certified as a Beginning Sailor, Dan invited me to experience a race day with his crew, Joni Reis, and him. It was exhilarating, fast-paced and challenging. All the terms for everything on the boat were flying around all smashed up together; I needed to get fluent in this foreign language. But Dan was extraordinarily clear, concise, calm, patient and cool from start to finish; trainer, instructor, and coach throughout. And his crew, Joni, was continuously encouraging and reassuring as she walked with me through the steps of being a racing crew.

I don't remember how we placed in that race. But I do recall the beautiful sight of so many full and colorful spinnakers sailing away in a pack up ahead of us. Good thing I did not fully know then just how many boats we lost due to my mistakes and clumsiness. But regardless, I was invited back for the next race day. (That's when my childhood perception of what I thought was a huge sailboat collided with reality. Joining in the races was a Catalina 22, not much longer than a Scot!)

When Dan asked me to join them for the Sail for the Grail Regatta, never being one to turn down a sailing opportunity, but having no idea of what to expect, I said yes. Another foreign concept: people travelling with a boat to come sail with us. But I quickly realized they were the fast sailors! Being bummed that on one race so many boats were ahead of us, Dan showed me what a true determined

competitive attitude looks like. He just said, "Well, let's see if we can get just one boat." And we did.

At the awards ceremony I figured out why people would travel to participate in regattas – for the prizes! The most beautiful stained glass Flying Scot replica ornaments were on display. And before long, one was in my hands! We won "monkey in the middle." Without any hesitation, Dan handed me the ornament meant for him, the skipper. I treasure it immensely.

From that point on I sailed as much as I could with Dan and Joni, and fellow crew-in-training Paul Battisti, each time learning something new about the complete sport of sailing.

Recently I certified as a US Sailing Instructor. That really does make a sailor become a better sailor. No wonder nobody called me to help out with sail camp my first year at the club. Now I just full out

laugh about how I long ago "taught" sailing. But the kids did have fun, and that's where it all starts.

This past year was my sixth Sail for the Grail with Dan and Joni. It will be a special memory for two different reasons: the way the weekend began, and the way it finished. It started by me agreeing to buy my first Flying Scot from a fellow member and instructor who plans to relocate. And it finished with us winning first place for the regatta!

Now I will begin learning how to skipper. My goal...to be like Dan in how he communicates, educates and treats his crew. And to be genuinely encouraging and reassuring like Joni. And to always find humor in situations like Paul. My work is cut out for me, so I'll gladly be the last boat to cross the finish line for a while.

But only for a while because I've got my eyes on the prize. Literally. 🏆



How The FS Foundation Helped Our New Sailors

Dan Goldberg, FS#4991, Ohio District

Although the FS Foundation has not been around that many years, it is already having an impact. For example, at our club, Moraine Sailing Club (north of Pittsburgh, PA), we have a very active Learn to Sail Program. We have six club-owned Scots and about 10 Sunfish that we use to teach sailing. Each year we get between 30-40 new people, plus those who return to improve their sailing skills. Some want to simply learn to sail, some want to get their US Sailing small boat certification, and some want to “graduate” into racing.

Two years ago the FS Foundation awarded us a grant to convert the halyards on the club-owned Scots from wire to rope,

using kits provided by Flying Scot Inc. We previously found that it was hard to teach new people, especially those who only occasionally use the Scots, the correct way to raise and lower sails with the wire halyards. They were anxious to get the sails up and go out sailing, but had to deal with the small details of the winches. For example, making sure that there is no slop on the spool, making sure that the main halyard return end is in the mast track slot, making sure that the jib halyard is outside the slot, making sure not to turn the winch counter-clockwise, not breaking the winch handle by cranking it up to hard, and making sure not to leave the winch handle in the winch and have it fall overboard!

The conversion to rope halyards solved all these problems, and allowed much faster sail lowering in an emergency. Our students found the rope halyards much more user-friendly than wire halyards, which helped make their overall learning experience more enjoyable. All this was made possible by the grant from the FS Foundation.

Maybe that conversion alone made all the difference, since, within the last year, two students have purchased their own Flying Scots!

Please note - we recognize that the boats with rope halyards do not meet FSSA Specifications. They are used for sailing instruction only, and not for racing. ▲

An Act Of Sportmanship

Dan Goldberg, FS#4991, Ohio District

In a recent article in *Sailing World*, Dick Rose (a US Sailing rule expert) lamented the general decline in adherence to the rules and sportsmanship in sailboat races. By contrast, I would like to acknowledge fine act of sportsmanship in the September, 2014, Sail for the Grail Regatta at Lake Arthur, near Pittsburgh, PA.

After the three races held on the first day of racing, the race results showed that

we were in a tie with another boat for first place. But the skipper of the other boat noticed that their posted finish of second in one of the races was incorrect, and that their finish was in fact lower. After self-reporting this issue to the race committee, and consulting with the other top-five finishers in the race, the race committee agreed that they had mixed up his boat number with another boat with a similar number. They then corrected the scoring

for that race, in which the boat in question was actually fifth instead of second.

We ended up finishing first in the regatta after Sunday’s long-distance race, with the other boat second. But in my mind, the skipper and crew of the other boat are truly winners because of their honesty, integrity, and great sportsmanship. They were Ben Williams (Midwest District Governor) and Deb Aronson (*Scots n’ Water* editor). ▲

The Ugly Duckling

Marc Boulanger FS#1258, Michigan-Ontario District (*Photos: Marc Boulanger*)

I learned sailing in the 60s on my father's FS#894. There were 15 boats or so in fleet 22 near Montreal. Fast forward in time to 2002, when my brother-in-law finds derelict FS#702 and undertakes to salvage it. Against all odds he made a boat out of a caricature of a Flying Scot.

Fast forward again to 2012. My brother-in-law emails to tell me he found a Scot for me. We went, four experienced sailors, to see the boat. It certainly needed help, but all four of us agreed it was salvageable.



The boat is a Douglass, built somewhere in 1968 in Maryland. It apparently was bought by a sailing school, then sold to Don Stewart, in Warren, Pa. Don, a metallurgist and pilot, hunted geese in Hudson Bay during summer and drove and trained his boat up there to Kuujuarapik, exploring its bays and sounds and earning, I imagine, the title of the most northern Scot ever.

He modified the boat substantially:

enlarging the port entrance to the front deck for easier access as he slept there; security handle bars in front; transom main traveler; anti-slip "cement" trowelled all over; and spare rudder bolted under the rear deck.

Just before he crashed and died in a lightweight airplane accident in 1984, Don sold the boat to Rolland Allard, a permanent resident of Kuujuarapik, who brought it back south in 1990 to lac Memphrémagog, near Montreal, with a view of getting it down to Mexican waters.

The dream never materialised and I bought the boat, bumps, bruises and all.

It happens I am an old car collector and I see lines in a unique angle I guess. Flying Scot's lines appealed to me with its loooong covered rear deck as a ...1930s Princecraft speedboat disguised as a sailboat.

The dice were cast: FS 1258 would become ... a sexy wooden boat.

The originality of the boat was paramount, so the boat was stripped to a bare



bones hull. The ugly grey cement was removed, together with all the gear. One surprise: the "thing" on the floor actually was a rapid drain going through the balsa core and ruining a substantial section of it. The rotten part was replaced by a special marine rigid styrofoam and fiber glass was



generously spread about the boat.

The badly chipped and damaged centerboard I repaired with lead and new fiberglass. Then I painted it bright red, adorning it with Lorient's WWII U-Boat base mascot, a swordfish, which also is painted on the rudder, each fish facing the other when underwater.



The original centerboard cap was dull grey and I had a new oak one made. The worn mast support (tabernacle) was taken out and apart and re-varnished. A four-square-foot test on the rear deck gave us an idea of the end result and we pushed forward.

The boat was primed white, sanded again and again until all depressions and bumps were gone and then the boat was turned upside down and a new permanent white undercoat antifouling replaced the old, scratched, orange one.

Time for the red water line and the blue hull paint.

Oh, how nice it looked red, white and blue and I almost left FS 1258 like that. BUT, my gut feeling from the start was the Scot was designed by Douglass, a man who lived in the 30s, 40s and 50s when jaw-dropping, classy wooden boats were around. The Scot's lines reminded me of those classy boats and my guess was that the loong rear deck on the Scot was inspired from those craft. So Mathieu Boutin, the paint artist, started the paint trials and I was aghast at his talent.

The boat needed to be taped, painted, re-taped again, painted again and this process went on and on. The white deck and baby blue benches were replaced in red "mahogany" or "teck" and yellow "birch."

This required first a "plywood" look.

Then white paint, in which anti-slip, sand-like beads are blended, was painted on in thin strips separating the "wood" planks.



The simulation is so realistic, even inches away one believes it is genuine wood.

The Carpenters at Flying Scot Inc. provided me with the required new gear, including boom support, sheets, Harken blocks and all the security equipment: the Palm, main and foredeck flotation device and advice. I can't say thanks enough to them.

The floor was repainted with a fresh coat of cream-colored paint and the centerboard well received the same navy blue as the hull. I wired the boat for lights and a pump whose drain is on the starboard side. Should I need to pump out gallons rapidly I'll be set. Indeed I will sail St.



The Kaiser's family coat of arms was added.

Lawrence River's tricky, wavy, windy, current and tide-ridden waters and the boat is really tiny out there.

A few touches still: two holes on the fore deck are home of cufflinks bearing a roman galley and the Kaiser's family coat of arms (with the French motto "Je suis prêt," I am ready) put on the front railing. Kaiser made a fortune building liberty ships during WWII and built cars after the war.

There still remained the brass spears to be fixed under the boat and my brother-in-law Robert, owner of FS#702, who had come to help me, fell through a hole in my garage floor and fractured his femur and ankle. He bears no grudge and we sailed off my St Michel de Bellechasse marina and fished a few times since.

The results are gratifying, regardless of the time and money (approximately the price of a used Corolla) involved.

The outboard motor is quite far from the Captain's quarters and I am making some modifications to be able to manage the most I can from inside the boat. The same goes with the jib, which I can pull down from inside the boat with a specially attached rope. You don't want to go out there on the decks when it's too wavy and windy.

On the brink of being forgotten forever,



my FS#1258 is the classic ugly duckling becoming a gracious swan. And I, her captain, am the proud owner of what probably is the northernmost Flying Scot on this planet and certainly the only Flying Scot made of "wood." 🦢

Atwood Hosts Harvest Moon Regatta

Joe Cline, FS#1270, Ohio District



AYC Jr. Sailors Abbey Dial, Zach Zatta and Ryan Pentes in FS#1270 "Okaye". Tom Dawson and Marjorie Gold in FS#5723 "Formula Fun" - Berlin YC. (Photo: Rick Enslin)

Another great Atwood Yacht Club Harvest Moon Regatta (HMR) is in the books. A total of 56 boats were entered into the regatta, which is a multi-class event held September 5-7.

Visiting sailors love to come to the Harvest Moon Regatta at Atwood Lake, which is south of Canton, OH, because the winds at Atwood Lake are so quirky that you could be dead last rounding the final mark and still win the race. Racing here is a great test of a skipper and crew's sailing skills and the HMR winners can be justifiably proud of their achievements.

The Scots and other one-design sailors

had five races on Saturday before a storm suddenly hit with 20-plus-knot winds. The skill of the sailors was evident as there were no capsized boats. There were no races on Sunday due to light wind.

Also, we know how to show our guests a good time. The visitors marveled at the wonderful party and food on Saturday night, which is by far the best on the racing circuit. The party survivors gathered to race the next morning, but, as noted, the one-design Sunday races were mercifully cancelled due to light wind.

Scot sailors might be interested to learn that the Thistle class sailors have initiated a Perpetual AYC HMR Growler Trophy. They reasoned that since the AYC is the only yacht club in the world that has its

own brewery (which has been described as like John Dillinger having his own bank to rob), then a Main Sail Ale growler would be an appropriate trophy. They took a growler, stenciled a Thistle Class emblem on it with space to the yearly winner. The winner must produce the trophy the next year full of AYC Brewed Main Sail Ale and treat all of the Thistle sailors present.

Good idea! Maybe the Scot sailors could do something similar, except with a pony keg!

Next year's Harvest Moon regatta will be held September 12-13. It also will be the Ohio District regatta. What a perfect time to introduce a pony keg perpetual trophy. Think about joining us! 🍷

Gus Sails 972.998.5313

Still the Fastest Still the Most Affordable

2013 LIPTON CUP - 1ST PLACE AS USUAL!

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

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

Gus Sails was glad to be on board!

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

CRSA

CORAL REEF SAILING APPAREL
888.224.0641



WWW.CORALREEFSAILING.NET



ONLINE CATALOG AND *NEW LOWER PRICES*

CUSTOM ARTWORK DESIGN

CUSTOM TEAM LOGO APPAREL

ON SITE INVENTORY FOR YOUR EVENT

PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA

SELL YOUR EVENT PRODUCTS IN ADVANCE

WE STAFF YOUR EVENT

NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND FLYING SCOT 50TH ANNIVERSARY APPAREL



Gill

Columbia
Sportswear Company

e-trasport

ADAMS
NEW YORK • PARIS • MILAN

Trophy Dedicated to Beloved Candlewood Yacht Club Member

Diane Kampf, FS#5857, FSSA Commodore and Web Editor, New England District

There was a special dedication on 10/4/2014 at the 3rd Annual Roger Punzi Memorial Regatta at Candlewood Yacht Club, New Fairfield, CT. Roger's family and some close friends came to the regatta and presented a beautiful perpetual trophy to the club in his honor that will be engraved with the winner's name each year. Roger was a beloved member of this club and he was always there to lend a hand to anyone who needed it — word has it that he carried every type of tool in his car, just in case!

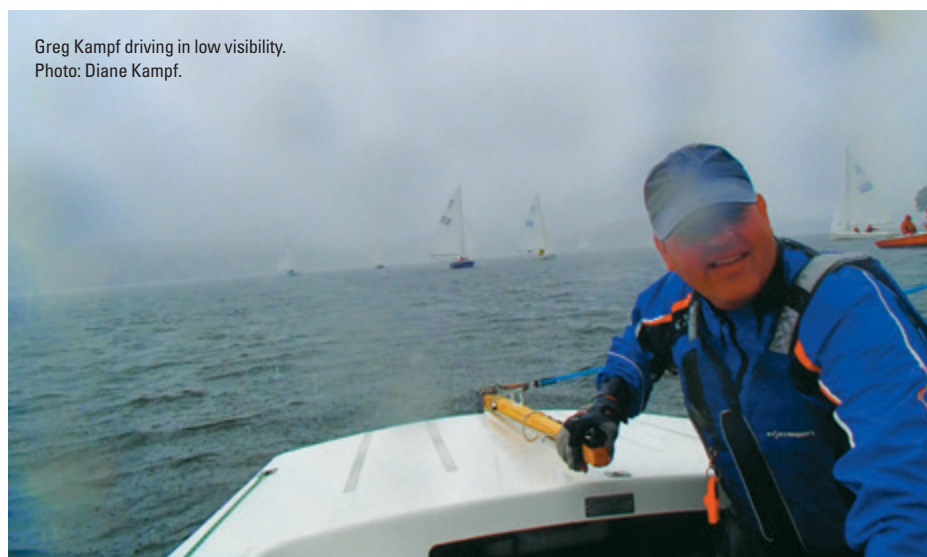
Although it rained cats and dogs during the racing on that day, it did not dampen the spirits of the competitors on the 19 boats who participated in the regatta — 19 boats on a rainy, windy day. Imagine how many boats would be there if the weather had been better! The wind was forecast to be 20-30 from the north, and torrential rains were expected. But luckily it was 8-12 from the south, with a few lee areas where it was more like 1-4 near an island that blanketed the sails at the leeward mark. Tom Mullen's race committee was hoping to get in four or five races, but the weather did not permit that. They ran two windward-leeward races, and when they hoped to get in one more, they noticed boats were heading back to the club. Some were showing the effects of the rain and cold and the committee thought better of it and officially sent us in.

This regatta was also the third leg in the Connecticut Cup, a multi-club series, which was reinstated this year.

The Sprite Island, Cedar Point and Candlewood fleets compete for the cup by participating in each others' regattas. A skipper must participate in two of the three regattas to qualify. This year five skippers qualified and the winner was Mark Riefenhauser from Candlewood. For the overall regatta, Melanie and Bill Dunham were first with four points, Greg and Diane Kampf from Massapoag were second with five points, winning the tiebreaker over Brian and Brian Hayes. A

big thanks goes to Mark Riefenhauser, Bob McCorkle and Candlewood Yacht Club for hosting a great regatta and to the participants for toughing it out in the rain. ▲

Photo: Diane Kampf.



Greg Kampf driving in low visibility.
Photo: Diane Kampf.



FLYING SCOT®

FREE Ways to Order...

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

Online Store: www.flyingscot.com

Competitive Low Prices... on many items from Harken, Ronstan and others. Support your builder—order from the people who know your Scot best, and feel good about the price.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Scot for everyone—daysailer to national champ. Order a new Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment—trade it for a new one!

Flying Scot® Inc.

157 Cemetery Street • Deer Park, MD 21550
 Phone 301-334-4848 or Toll Free 800-864-7208
 FAX 301-334-8324 or Toll Free 888-442-4943

Hours: Monday-Friday, 8am-4pm & Saturday (May-Sept.), 9am-11am
 Visa, MasterCard or American Express accepted

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

Visit our website for a complete parts list • www.flyingscot.com

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the **FREE Sailor's Pack!** It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

Comprehensive Website www.sailorstailor.com



The Sailors' Tailor, Inc.

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

Friels Win Greater New York District Championship

Story and Photos by Art Petroseolo



Andree and Bernard Friel

Andree and Bernard Friel

Bernard and Andree Friel, defending Monmouth Boat Club (MBC) champions, capped a successful sailing season, winning the Flying Scot Class Greater New York District Championships, which were sailed at MBC, on the New Jersey coast, October 11-12.

The Friels, winners of MBC's fall series,

as well as the spring and summer evening series, also won the Mother's Day Regatta and had top three finishes in the Full Moon and Labor Day events.

The pair won the first two races in the District Championship on Saturday and added four top-four finishes in the final four races to win the event by four points over Larry and Eileen Nociolo, Fair

Haven, and five points over Thom Lee and Melissa Pater, Middletown.

Principal Race Officer John Luard, who won the district title in 2011 and 2012, battled inclement weather on Saturday and a disappearing breeze on Sunday to set lengthy windward-leeward courses for the 15 boats from MBC and area clubs.

Continued On Page 22

Chaos Cup Serves up Flukey Winds

Diane Kampf, FS#5857, FSSA Commodore and Web Editor, New England District

With 11 boats on the line, Quannapowitt Yacht Club in Wakefield, MA, held the 2014 Chaos Cup in shifting and gusting winds. We thought these confusing conditions explained the name of the regatta, but that's not why. The Chaos Cup started with a group of 110 racers in 1985, and at some point the boat named Chaos met with a sad fate when the Coast Guard rescued the crew from the boat and then had to let the boat crash and get ruined on the rocks. But now it's a Flying Scot regatta and we are the lucky ones competing for the cup.

We had an unusually warm 70-degree day for the 4th of October with beautiful New England fall colors in the background surrounding the boats. There were five boats from Quannapowitt, four boats from Massapoag YC in Sharon, MA, and two boats from Candlewood YC in New Fairfield, CT. With the shifty 12-16 MPH winds, there were boats crossing each other often in very close quarters, changing leads, some going from 1st to 5th or from 9th to 3rd in a very short period of time. Several different boats won the six races although Mark Riefenhauser won two races.

The Race Committee kept us going quickly from race to race and we finished

four Olympic course races before lunch. During lunch, Brian Hayes from North Sails reviewed films he took out on the water and gave us some tips and tricks for dealing with shifty lake winds. We always appreciate Brian's willingness to share what he knows. We went out after lunch and the wind had shifted a bit, but we were able to get in two more Olympic courses before coming in for pizza. At the end of the day, Roger and Laura Sharp were the winners, Mark Riefenhauser and Dave Irving were second and Greg and Diane Kampf were third. Thanks to Eric Wojtaszek and the club for hosting us - can't wait to do it all again! 🚤

Beautiful fall colors at the Chaos Cup.
Photo: Diane Kampf



Flying Scot Fleet 23 Open House Regatta

Ralph C. “Red Dog” Jones, FS#5417, Southwest District

The Open House Regatta, held Oct. 18-19, was again sponsored by Fleet 23 on White Rock Lake in the middle of Dallas. This year saw a total of 24 boats – split into challenger and championship fleets – racing. It is called the “Open House Regatta” because sailors from all over are invited and encouraged to race in this regatta and to use loaner boats and stay with fellow sailors in the Dallas area. Fleet 23 has sponsored this regatta since 1974. One fee covers registration, meals and a lot of fun. This year, along with their sailing instructions, skippers received an FSSA membership form, to encourage them to join!

The photo shows our winners from both fleets. Note the youngest skipper, Rachel Mittman, who sailed with her father, Michael (in blue). Her mother, Greta (in purple), sailed with Tracy Aber Crothers, who won the challenger division. Once again, Kelly (fifth from right in back row) and Heidi Gough (in front of him) took top honors in the championship fleet. Competition is always close, as evidenced by the crowded spinnaker conditions. In addition, you can see that Red

Dog Jones (FS#5417), with crew Sherri Galway, is ahead of his son Anderson Jones (FS#4317) and crew Debbie Meno Hoagland, showing old age and treachery will beat youth and exuberance!!!

Plan on visiting us next year in mid-October, when the skies are clear and the winds usually perfect. We have had sailors from all over come to this event: Doc Bellows, the Eagans, Harry Carpenter, John Domagala, Larry Taggart, Jerry Hartman, Paul Forester and oth-

ers. This year we had two skippers from Alabama, and one (Richard Wade) formerly of Dallas, with crew Jen Judkins, still of Dallas. We provide excellent race management. Our club, Corinthian Sailing Club, has twice received the St Petersburg trophy from US Sailing for excellence in race management. Our fleet keeps growing. We are able to race all year, always scheduled on Sunday afternoons, so let us know if you are in town and I bet we can find a boat for you. ▲



Photos: Jim O'Connor



What's in a (Boat) Name?

Diane Kampf, FS#5857, FSSA Commodore and Web Editor

When I first started sailing the Flying Scot with my husband Greg, we were sailing Greg's father's boat named *Quest*. I thought at the time "What a great name for a boat," thinking of *The Impossible Dream*, and "This is my Quest...". I soon learned that the boat was named after the cartoon Johnny Quest and while my father-in-law couldn't quite go along with his kids' request to name it Johnny Quest, he could live with *Quest*. We have had two Flying Scots since then and the latest one is named Kachow. You see, our grandson wanted us to name it *Lightning* after the cartoon character Lightning McQueen, a racecar in the movie *Cars* - but you all understand why we could not name a Flying Scot *Lightning*. So we compromised and used the expression Lightning McQueen uses just before his is going to go really fast. When our four-year-old grandson saw the boat for the first time, he said "K", "A", "C", "H", "O", "W". "Kachow," and his delight was proof that the boat was worth every penny we paid for it! Since then we find that explaining the name to other sailors has been as much fun as naming the boat was in the first place.

I have had lots of fun looking at boat names we have seen, like the boat that says *Point...* on one side and *Counterpoint...* on the other. Another one we know

of is named *Contraption* and our club Flying Scot is named *Thanks FS Foundation* since we were grateful to be able to purchase the boat with the help of the Flying Scot Foundation. Displayed here are some pictures of boat names I have gathered. I don't know the origin of all the names, but I found them entertaining and I hope you do as well. Now what's your boat name? 🚤



Photos: Diane Kampf

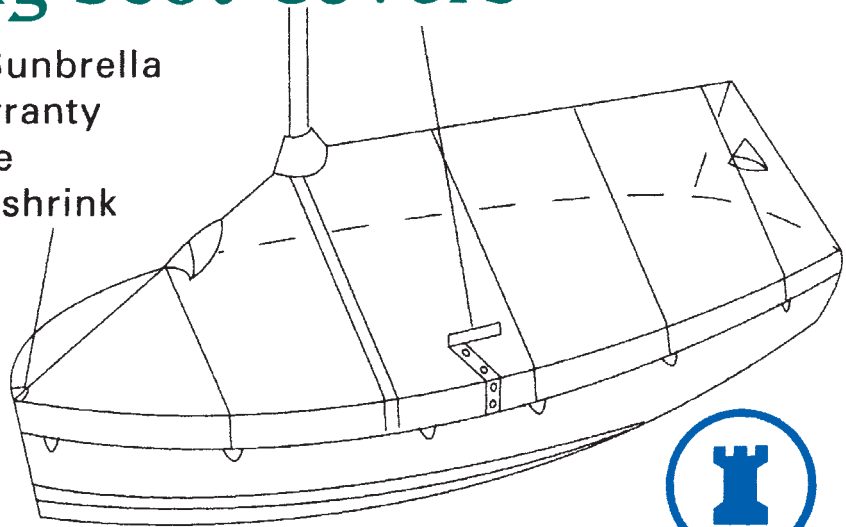


Acrylic Flying Scot Covers

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

Features

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



ROOKE SAILS

1744 Prescott
 Memphis, TN 38111
 (901)744-8500
www.rookesails.com

Options

UV proof Goretex thread
 Drawstring/shockcord in hem
 Sail # installation
 Custom multi-color panels/trim

Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591

MAKING WAVES!



Photo Yvonne Pottharst



www.ullmansails.com

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

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

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

NEW MEMBERS

Capital District

Boat# 0097 / Fleet #6

Eric von Eckartsberg
Arlington, VA

Florida District

Boat# 0015 / Fleet #0

John Izmirlian
Bradenton, FL

Gulf District

Boat# A856 / Fleet #96

Karen F. Reisch
Mandeville, LA

Midwest District

Boat# 6078 / Fleet #0

Steve Downey
South Bend, IN

Boat# A982 / Fleet #0

Scott Forbes
Edina, MN



SUPPORT THE FLYING SCOT FOUNDATION

Help the FLYING SCOT FOUNDATION help build future Flying Scot sailors. Make an outright donation or a donation to honor someone or in memory of someone, but please give now! Please go to <http://www.fssa.com/foundation> for further information.

YOUR SUPPORT IS APPRECIATED!



1ST PLACE FLORIDA DISTRICTS AT CHARLOTTE HARBOR

1ST PLACE LABOR DAY - EUSTIS SAILING CLUB

1ST PLACE GREAT SCOT REGATTA - BIRMINGHAM SAILING CLUB

1ST, 2ND, 3RD(*), 5TH FLORIDA DISTRICTS AT EUSTIS

1ST(*) PLACE MIDWINTER WARM-UPS

2ND(*), 3RD PLACE MIDWINTERS

***SPINNAKER ONLY**

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



MADE IN AMERICA

Excellence in Design, Fabrication & Service

Whether you are cruising a Flying Scot or racing around the buoys, Schurr Sails has the sails you need to get there fast.

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

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

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

Saturday winds were 10-15 mph, while Sunday breezes faded from 8 mph at the 11 a.m. start.

Six races were sailed over two days with one throw-out, allowing for a five-race scoring. The Friels recorded consistent 1-1-

3-3-4 finishes for 12 points. The Nociolos had 16 points with 2-4-7-1-2 finishes. Lee and Pater had a slow start Saturday with 8-5-2 finishes but won both races Sunday for third place with 17 points.

Marc Gordon, Atlantic Highlands, sail-

ing with Phil Cardelfe, Fair Haven, finished fourth with 18 points followed by Dan Vought, Rumson, 21 points, sailing with daughters Samantha and Alexandra.

MBC's fall sailing season ended October 19 with the Last Chance Regatta for all fleets. 🚩



Don't Get Even. GET MAD



MAD SAILS

**MADSAILS.COM | RYAN@MADSAILS.COM | 608-225-4287
2528 TODD DRIVE, MADISON, WI 53713**

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 \$50.00 for members per insertion, pre-paid and \$60.00 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.

209 – Douglass, 1960, **\$2,900.00**, J. Penwarden, Orwell, VT, johnny-shootsfilm@mac.com

878 – Douglass, 1966, **\$4,900.00**, F. Bradley Peyton, Baltimore, MD, fb.peyton@yahoo.com

1258 – Custom Flex, 1968, **\$4,000.00**, Clearwater, FL, svheartsdesire@gmail.com

2064 – Ranger, 1972, **\$2,500.00**, Robert Bridges, Lakeport, CA, 707-263-5187, bbridges26@mcshi.com

2445 – Custom Flex, 1973, **\$3,500.00**, Martha Sweterlitsch, Westerville, OH, msweterlitsch@beneschalw.com

2549 – Custom Flex, 1974, **\$3,300.00**, Bert, Toledo, OH, ahsmithjr@gmail.com

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

2811 – Douglass, 1976, **\$3,950.00**, Richard Smith, Richmond, VA, 804-741-2171, jsmith1@verizon.net

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

3629 – Douglass, 1981, **\$3,500.00**, Sail Boat Shop, Glen Gardener, NJ, snash@sailboatshop.com

4124 – Douglass, 1985, **\$5,500.00**, William Leobold, Tampa, FL, tleobold@gmail.com

4321 – Flying Scot, Inc., 2012, **\$8,000.00**, Quakertown, PA, flying-scot4321@yahoo.com

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

4499 – Douglass, 1988, **\$6,000.00**, John Clark, Duxbury, MA, john@cutterassociates.com

4723 – Douglass, 1990, **\$6,800.00**, Jeff Undercoffler, East Haddam, CT, 860-873-3443, jeffun@comcast.net

5047 – Flying Scot, Inc., 1995, **\$8,500.00**, Charles Ramsey, Stone Harbor, NJ, 267-625-6031, chramsey124@comcast.net

5073 – Flying Scot, Inc., 1996, **\$8,500.00**, John Spargo, Cedar Rapids, IA, jspargo@spargoconsulting.com

5150 – Flying Scot, Inc., 1997, **\$10,800.00**, Larry Klick, Minneapolis, MN, 763-553-1680, lklick@comcast.net

5239 – Flying Scot, Inc., 1999, **\$7,700.00**, Al Lindgren, Venice, FL, 941-461-1100, alindgren58@comcast.net

5676 – Flying Scot, Inc., 2006, contact, Paul Cocotos, Leonia, NJ, sailing-1@hotmail.com

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

5823 – Flying Scot, Inc., 2008, **\$13,000.00**, Carmine Frumiento, Auburn, ME, 207-753-0374, maplehill123@yahoo.com

5847 – Flying Scot, Inc., 2009, **\$16,500.00**, Keith Andreyko, Sewickley, PA, 412-225-1050, andreyko@id-design.us

5862 – Flying Scot, Inc., 2009, **\$18,000.00**, Richard Baucom, Lake Nockamixon, Phil, PA, 610-442-3252, richard5862@msn.com

5891 – Flying Scot, Inc., 2010, 3 new sails, 2 covers, used twice, aluminum trailer, **\$16,000**, Van Wolosoff, Roslyn, NY, 516-770-6601

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

Sails & Parts, see website for details, , Jim, 772-214-5028, jprmer244@bellsouth.net

Mast, Looking for a Used Mast, Marty Cutrone, 518-351-0040, martygene1@comcast.net

Parts, Compass & Mount, Mark Evans, 336-817-4891, mrevans@fcbinc.com

Sails, North: Main, Jib & Spinnaker (lightly used), \$1,200, Bob McNeil, Kimberton, PA, rjmcneill@comcast.net

Other, Gear, Sails, Boom, Spinnaker, call, David Jacobsen, 203-263-0769, dmjacobsen@charter.net

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM FEBRUARY 2015 – OCTOBER 2015)

Regatta: 45th Annual George Washington's Birthday Regatta

District: Florida

State: Florida

Date: 02/14/15 - 02/15/15

Contact: koa499@centurylink.net

Regatta: Scots 'n Water submission deadline - 2015 Issue 3

District: National

Date: 03/10/15

Contact: editor@fssa.com

Regatta: 2015 Midwinter FSSA Championships

District: National

State: Florida:

Date: 03/15/15 - 03/19/15

Contact: limerun@gmail.com

Regatta: Chattanooga Choo Choo

District: Dixie Lakes

Date: 04/25/15-04/26/2015

Contact: linda.knudson.lind@gmail.com

Regatta: Great 48

District: Carolinas

State: North Carolina

Date: 05/02/2015-05/03/2015

Contact: davesaf@bellsouth.net

Regatta: Buckeye Regatta

District: Ohio

State: Ohio

Date: 05/16/15 - 05/17/15

Contact: ross@orosslong.com

Regatta: Pig Roast

District: Ohio

State: Ohio

Date: 05/30/2015-05/31/2015

Regatta: Eagle Creek

District: Midwest

State: Indiana

Date: 06/13/2015-06/14/2015

Contact: Geoff endris: geoff.endris@stonemillconsulting.com

Regatta: 2015 FSSA North American Championships

District:

Date: 06/20/15 - 06/26/15

Contact: chdannemann@gmail.com

Regatta: DCYRA 2015 Women's and Junior Regatta

District: Ohio

State: Maryland

Date: 08/01/15 - 08/02/15

Contact: gfmeehan@gmail.com

Regatta: Ephraim

District: Midwest

Date: 08/04/15-08/05/2015

Contact: Jennifer Ikeda ikedaj@hotmail.com

Regatta: 2015 Massapoag Yacht Club 66th Annual Regatta

District: New England

Date: 09/11/15 - 09/13/15

Contact: dianekampf@charter.net

Regatta: Ohio District Championship & Harvest Moon Regatta

District: Ohio

State: Ohio

Date: 09/12/15 - 09/13/15

Contact: jckczoar@roadrunner.com

Regatta: Great Scot Regatta 2015

District: Dixie Lakes

State: Alabama

Date: 10/03/15 - 10/04/15

Contact: flyingscot@birminghamsailingclub.org

Regatta: 2015 Wife Husband Championships

District: National

State Florida:

Date: 10/24/15 - 10/25/15

Contact: uf571@aol.com

Address Service Requested

District Governors

CAPITAL DISTRICT

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

CAROLINAS DISTRICT

Carol Claypool
112 Culler Way
King, NC 27021
(336) 985-5599
carolclaypool@msn.com

DIXIE LAKES DISTRICT

Rob Fowler
2211 Rambler Lane
Hixson, TN 37343
(423) 468-0149
cfowler410@comcast.net

FLORIDA DISTRICT

Mark Taylor
420 E Davis Blvd
Tampa, FL 33606
813-445-3688
stewdrew1@yahoo.com

GREATER NY DISTRICT

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

GULF DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

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

MIDWEST DISTRICT

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

NEW ENGLAND DISTRICT

Skip Montello
1 Back Beach Way
Rockport, MA 01966
(978) 546-9794
skip.northcoastangler@yahoo.com

NY LAKES DISTRICT

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

OHIO DISTRICT

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

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

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

SOUTHWEST DISTRICT

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

Photo: Art Petresemolo



Join Today!

Your Passport to Great Sailing...
An FSSA Membership

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com
Web: www.fssa.com • **FSSA HEADQUARTERS:**
One Windsor Cove, Suite 305 • Columbia, SC 29223