

SCOTS n' WATER

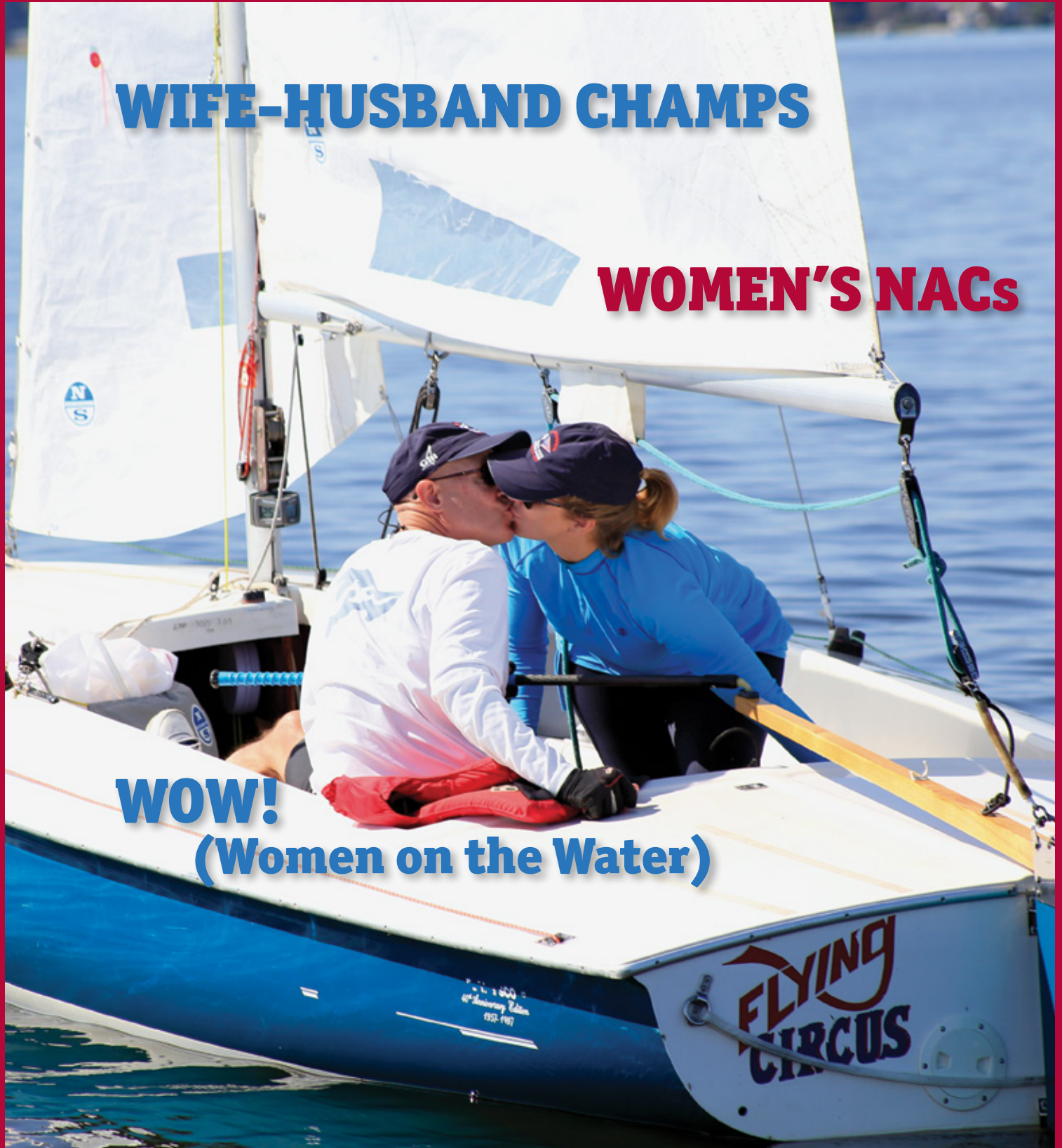
OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 62 | NUMBER 5 | 2018

WIFE-HUSBAND CHAMPS

WOMEN'S NACs

WOW!
(Women on the Water)





END OF SEASON SAVINGS

ORDER THE SAILS THAT DOMINATED IN 2018

1ST 2ND* 3RD 4TH 5TH

North Americans

Congratulations Zeke Horowitz

1ST 2ND* 3RD

Midwinters

Congratulations Zeke Horowitz

1ST 2ND 3RD

Sandy Douglas Regatta

Congratulations Charlie & Cindy Clifton

1ST

North Americans - Challengers Div

Congratulations Randy Pawlowski

1ST

NE Districts

Congratulations John Eckart

1ST

GNV Districts

Congratulations Dan Voughtn

CONTACT YOUR REP FOR DETAILS

Zeke Horowitz

941-232-3984 zeke.horowitz@northsails.com

Brian Hayes

203-783-4238 brian.hayes@northsails.com

**partial North Sails inventory*

Photo: Diane Kampf

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

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

FIRST VICE-PRESIDENT

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

SECOND VICE-PRESIDENT

Nancy L. Claypool*
712 Constantinople Street
New Orleans, LA 70115
504-899-0935
nclaypool@stonepigman.com

COMMODORE

John Domagala*
8711 Chelmsford Ln
Spring, TX 77379
941-896-2953 • limerun@gmail.com

SECRETARY/TREASURER

Henry Picco
1124 Duskview Drive
Merritt Island, FL 32952
321-432-8622 • Henry.picco@paccar.com

IMMEDIATE PAST COMMODORE

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-669-2484 • fgerry29@gmail.com

FSSA MEASURER

Roger Sharp
36 Stewart Street
Franklin MA 02038
203-856-6842 • rjsyachting@gmail.com

EDITOR, SCOTS n' WATER

Ned Johnston
66 Youngs Mountain Rd
Bar Harbor, ME 04609
207-460-0770 • 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



President's Message	4
History of the Atlantic Coast Championships.....	5
I Love it When a Plan Comes Together – the 2018 Women's NAC	6
Capturing the "Bird's Eye View"	8
Wife-Husband Championship (Just For Married Couples Who Race Together).....	11
Wife-Husband Championship Photo Spread	12
WOW! - Woman on the Water	14
Greater New York District Championship Report	15
A Big Crowd at Lake Norman's Fall 48, ACCS and Carolina Districts.....	16
In Memory and In Honor of a Friend	18
How I Enjoy Sailing My Scot When I Don't Have Much Time	22
<hr/>	
In Every Issue	
Starting Line	20
Caveat Emptor	21
New Members	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.

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 Mail 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.

STAFF EDITOR/PROOFREADER: Courtney LC Waldrup (800) 445-8629.

ADVERTISING: Christine Driessen (800) 445-8629.

Cover Photo: Lynn and Bill Bruss share a conjugal moment during the
Wife-Husband Championships. Photo by Elijah Baylis (Elijah Baylis Media)

Find us on:
facebook.



FLYING SCOT
SINCE 1957



Women and Flying Scot Sailing

Bill Vogler, FS#6140



At our recent “dedicated” Women’s North American Championship (WNAC) regattas (Privateer YC in Chattanooga, TN-2018; Corinthian SC in Dallas, TX-2017), I was so impressed with the energy and enthusiasm for the events by the women Scot sailors, I decided to devote the President’s message to the topic of women and Flying Scot sailing.

The intention of the “dedicated” event was to create a nurturing environment that would reinforce a continued interest in racing, and sailing in general, for women Scot sailors. While women are the fastest growing demographic group in sailing they are still outnumbered 7-1 by men according to “Saving Sailing” author, Nick Hayes. If the enthusiasm I witnessed at the Privateer YC regatta is any indication of the success of the event, I can see the women’s participation needle moving quickly upward in our class. There were 39 women sailors at the regatta as either skipper or crew in 16 Flying Scots. The regatta follow-up survey indicated that 100% of respondents, “had a good experience at the

regatta” which bodes well for the future of women sailing in Flying Scot events!

I would be remiss if I didn’t mention another “phenomenon” I noticed at the WNAC, the enthusiastic reaction of the men who were there accompanying their wives and/or friends. From the moment I arrived on Friday until the regatta’s conclusion on Sunday afternoon, I kept hearing from men about how much they were enjoying the event! They were largely in peripheral roles, e.g., helping with rigging, launching, gophering, providing moral support, etc. Several even remarked about how it was nice to be in the “support” role; they could enjoy all the social benefits of a regatta without having to worry about the racing! So, I guess we have to dispel the notion that men always need to be in the dominant role when it comes to racing.

In my opinion, participation by women in Scot events is part of the “natural” landscape, competitively as well as socially. I don’t see FSSA as strictly a “good ol’ boys club”. We currently have a lot of women participants in racing. At the NAC last June there were 26 women participants (albeit mostly as crew). How many other one design sailing classes have created nationally sanctioned regattas with par-

ticipation by women in mind (Women’s NAC; Wife-Husband)? The FSSA leadership has embraced participation by women as well. Currently there are three women on the FSSA Executive Committee. Women have also served in other prominent FSSA roles e.g., Executive Secretary, Courtney Waldrup; our current National Championship Committee Chair, Carol Claypool; our recently retired *Scots n’ Water* Editor, Deb Aronson; class historian, Debbie Cycotte; and web editor, Diane Kampf. Many other women have served FSSA as Fleet Captains. Nina Cummings (fleet 23 at White Rock Lake in Dallas, TX) and Shirley Bild (Fleet 83, Carlyle Lake, IL) come to mind. Further, there have been three female FSSA Presidents including Terry Dees-Kolenich ’96-’98, Barb Griffin ’07-’09, and Diane Kampf ’11-’13. Nancy Claypool is poised to become President soon.

In conclusion, I have to say that I’m very proud of how the members of FSSA have embraced the culture of participation by women in both the organization and various racing events for many years. I can see this, as the old expression goes, as a “marriage made in heaven”. Keep it up!

Smooth Sailing! 🚩



THE FSSA CLASS FLAG

The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, “Race Signals”. Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division.

Price is \$30 plus \$8 S&H. To order please call FSSA at (800) 445-8629

History of the Atlantic Coast Championships

Debbie Peterson Cycotte, FS#4603, Class Historian

The Atlantic Coast Championship Regatta was created thanks to the vision of two former District Governors, the late Dave Batchelor of the Carolina District and Hans Noordanus of the Capital District. In 2000, Carolina District Fleet #27 decided to take a regatta "on the road" and run their district championship in the historic town of Edenton in the northeast corner of North Carolina on the Albemarle Sound. In 2001 Hans asked Dave if they could combine their district regattas and for the next few years they alternated hosting a combined district championships. In 2004 Hans convinced the FSSA to recognize the ACC's as a sanctioned event with sites up and down the coast, east of Interstate 95, so usually it would be a "coastal regatta". The three districts that alternate hosting the ACCs are the Capital, Carolina and Greater New York. In 2015 a perpetual trophy was donated by Fleet #27 of the Carolina Sailing Club. It was crafted by, and is now named in memory of, Sailordave Batchelor.

Atlantic Coast Championship Regatta Results - 2004-2018

2004 Edenton Yacht Club, Edenton, NC
Championship Division - 18 boats total
 1st - David Neff and Allyson Summerfield

2005 Fishing Bay Yacht Club, Deltaville, VA

Championship Division - 23 boats total
 1st - David and Allyson Neff
Challenger Division - 12 boats total
 1st - Frank Birdsall and Ryan Jayne

2006 Edenton Yacht Club, Edenton, NC
Championship Division - 19 boats total
 1st - David Neff
Challenger Division - 8 boats total
 1st - Alan Backus



2007 Toms River Yacht Club, Toms River, NJ

Championship Division - 27 boats total
 1st - Allan Terhune, Jr.
Challenger Division - 2 boats total
 1st - Douglass Milnes

2008 Selby Bay Sailing Center, Edgewater, MD

45 boats total
 No races were held due to no wind and lots of rain

2009 Edenton Yacht Club, Edenton, NC

Championship Division - 20 boats
 1st - Len and Josh Guenther
Challenger Division - 10 boats
 1st - Don and Barbara Griffin

2010 Lavallette Yacht Club, Lavallette, NJ

Championship Division - 28 boats total
 1st - John Aras
Challenger Division - 15 boats total
 1st - David Lambie

2011 Leesylvania State Park, VA

Championship Division - 37 boats total
 1st - John Aras

2012 Edenton Yacht Club, Edenton, NC

Championship Division - 22 boat total
 1st - Harry Carpenter
 Mid-Fleet Awards
 1st - Chris Cookson

2013 Toms River Yacht Club, Toms River, NJ

Championship Division - 21 boats
 1st - Rob Whittemore
Challenger Division - 5 boats total
 1st - Glenn Wesley

2014 fishing Bay Yacht Club, Deltaville, VA

Championship Division - 23 boats total
 1st - David Neff and Jason Hair
Challenger Division - 12 boats total
 1st - Chris and Gabriel Herman

2015 Blackbeard Sailing Club, New Bern, NC

24 boats total - Microburst hit fleet just as they started to finish race resulting in 20 capsizes.

2016 Monmouth Boat Club, Atlantic Highlands, NJ

Championship Division - 22 boats total
 1st - David Neff and Jason Hair

2017 Fishing Bay Yacht Club, Deltaville, VA

Championship Division - 26 boats
 1st - David Neff and Jason Hair
Challenger Division - 4 boats
 1st - Ric and Sharon Bauer

2018 Blackbeard Sailing Club,

New Bern, NC - Canceled due to extensive damage to BSC. Rescheduled to the Fall 48 at Lake Norman Yacht Club on 11-03/11-04. ▲

I Love it When a Plan Comes Together – the 2018 Women's NAC

Diane Kampf, FS#5857, FSSA Web Editor

For as long as I can remember, the Flying Scot Women's North American Championships have been held the Sunday before the North American Championships. It has been great to see women's teams out there competing, but as of late we seem to have fewer and fewer teams. There is also the Mother Nature factor when she hands us unfavorable conditions on that Sunday so the event is scrapped. This leaves the teams who were looking forward to racing feeling a bit deflated and leaves the event coordinators wondering what to do with those expensive trophies they provided for the event that did not happen.

After the Women's and Juniors were cancelled due to high winds at the June 2017 NAC in Sandusky, Ohio, several of us were discussing what we might do in the future. Fleet 23 from the Corinthian Sailing Club offered to hold a make-up regatta and the idea was floated with the Executive Committee and the National Championship Committee. After much discussion and debate, the make-up regatta was approved and Nina Cummings and Fleet 23 got busy! Much to our delight, 10 Women's teams and 6 Junior teams signed up and the weekend event, held in September 2017, turned out to be a great success.

We did not want the fun to end there! President Bill Vogler formed a committee of several women who had competed in, or had run a Women's NAC, to discuss the possibility of making this an annual event. We wrote up a proposal to send to the Executive Committee and Board of Governors. We also solicited several clubs



Photo: Ben Williams



Photo: Diane Kampf

Winners Mary Anne Hopper, Jennifer Draheim & Melissa Miller, with FSSA President, Bill Vogler

to make sure there was interest in running this event and quickly found at least 3 clubs who wanted to be considered. The EC and Board both approved our proposal at the March 2018 Midwinter meetings.

The first club to be awarded the bid for the event was Privateer Yacht Club in

Chattanooga, Tennessee. Chairperson Rob Fowler and his wife Patricia got busy planning, helping to find housing for several of the participants and putting together a great Social Committee and Race Committee. Now we just needed some

Continued On Page 20

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



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.

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

Comprehensive Website www.sailorstailor.com



The Sailors' Tailor, Inc.

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

Don't get even. Get MAD.

MADE in USA

MADSAILS

MAD SAILS • Verona, WI • MADSAILS.COM • Stacey@madsails.com • 608.225.4287

Capturing the “Bird’s Eye View”

Eric Bussell, FS#6135, FSSA Public Relations Chair – photos by Eric Bussell



Aerial photography offers sailors exciting views of the racing action that cannot be captured from the water. The advancements in drone technology and affordability of these flying cameras make it easy for anyone to get started. Taking sailing pictures or recording videos of sailboat races adds a few layers of complexity, but any novice can have their drone up in the air and shooting in no time at all.

I purchased a DJI Mavic Pro and would recommend this drone to anyone. It folds up and can be easily transported in a backpack, the battery life is about 27 minutes of flying time and camera quality is superb. I have never fully tested the range, but the advertised 7km allows me to comfortably cover any race course so long as a mark is within 1 mile of shore.

Whenever possible, I take off from land because I’m worried about the return to home feature on my drone automatically

engaging. If the drone loses signal with the controller for whatever reason, the drone will automatically return to the take off point. If you take off from an anchored boat and the wind shifted 20 degrees, the drone might not land in the boat. Not fun!

As I’ve already noted, any time you fly over water is is risky. Adding to the danger is the risk of injury from a propellor. I have found it to be generally easy to catch the drone or land it on a pontoon a boat if you are a smooth operator and can avoid panic during those stressful landings. Taking off from a boat adds range when racing far from shore and allows the operator to get a better handle on the racing action.

As with any race photography, its important to try to get to the best spots to take in the action. (1) Near the race committee boat during check in (2) just to windward

of the windward mark or offset mark (3) just to leeward of the gate or the leeward mark. One benefit of taking pictures with a drone is that it moves at about 20mph and can fly from point to point in the most direct path. I can position the drone anywhere I want relatively quickly while a photo boat must stay clear of the racers. I can position the drone directly in front or behind boats, even in between racers. I can take great photos of the entire fleet from an unconventional vantage point.

Aerial videos are great for promotion and fun for the racers to watch. Videos from the drone are also excellent for coaching and teaching. The best action happens at the start and the first two mark



roundings, before the fleet spreads out. It's a challenge to get the drone on station at the correct time for a start as the pilot has to factor in a number of variables such as travel time, flight time, return time, and all while hoping the race is going to start on time. It's a little easier to get to the windward and leeward marks because it is easier to tell where racers are at on the race course once the race is underway.

I attempted to do a live broadcast

with drone footage at the Wife-Husband Championship in Jacksonville and it almost worked. I used a Reflector App to capture my iPad screen (my drone controller) on my MacBook, which I then planned to broadcast to Facebook using Open Broadcast Software (OBS). Everything worked great until I started the live feed. All of a sudden there was significant lag between the display on my iPad and the what I was seeing on

the computer. I suspect this was a result of me overloading the WIFI connection, but who knows. I'm bummed it didn't go as planned, but look forward to doing live broadcasts at future Scot regattas.

The Flying Scot Sailing Association now has a YouTube channel. Subscribe to the channel and get notified every time we add a new video to the channel. Many of these videos incorporate drone footage. Thanks and enjoy! 🚢



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.

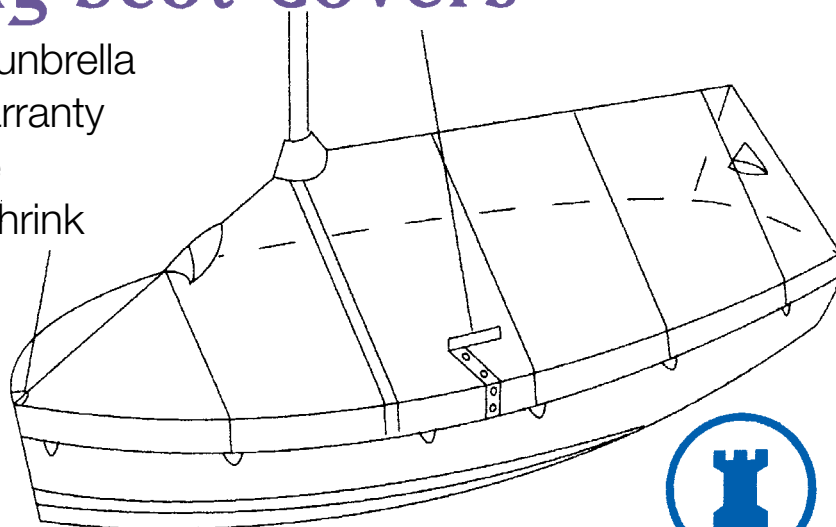
Visit our website for a complete parts list • www.flyingscot.com

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 10 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 \$540 \$550 \$577

Full-sided \$686 \$706 \$709

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

Wife-Husband Championship (Just For Married Couples Who Race Together)

Diane Kampf, FS#5758, FSSA Web Editor

There are lots of national championships in many one-design classes but the Wife-Husband Championship is one of the most unique in sailing. Only married couples who are members of FSSA are eligible to compete. Most are Flying Scot owners, but there is a one-time exemption in this event to allow couples to give the boat a try. Some of our best sailors race as wife-husband teams, so the event is pretty competitive. Greg and I are among the couples who race together and we try not to miss this event. For us, it was a 1,500 mile trek but our comfy regatta-mobile makes it fun and easy to travel.

When we arrived at Jackson Yacht Club we met loads of old friends and there were lots of hugs, kisses and handshakes, smiles and giggles. Jim Leggette and the “yellow hats” at the club were there to greet us and help get us situated in our parking spaces. For us, this was particularly important since we needed to be near a power outlet for our Roadtrek. Well, that was no problem. We got a spot along the water and we were able to attach the Roadtrek to the boat, sleep right there and launch straight down the ramp from our parking space - the shortest distance from lodging to launching ever! We were greeted with a barbecue and beverages as we set up the boats, then a great welcome party with some southern cooking featuring fried catfish and peach cobbler with ice cream for dessert. And what would a Flying Scot regatta be without bagpipes? Yup, they had those too!

Saturday’s chilly start turned into a sunny day in the 70’s. The teams were ready to go, as were PRO George Hero and his race committee. With a WSW wind that moderated from 8MPH down to 4,

the 29 Championship and 7 Challenger teams completed Race 1. And then there was none - wind that is - so up went the postpone flag and we waited. Some boats were trying to stay closer to the club - we call that OCS (On the Club Side) - but each time some wind appeared, it went away as fast as it had come. But then - after over an hour of waiting - there was finally enough wind to start Race 2. Even so, the Challenger Fleet struggled to finish as the wind died away, and at the end of their race some boats had to be towed in.

That evening we enjoyed an excellent Cajun dinner with fried chicken, gumbo and turnip greens. We shared stories of past Wife-Husbands, and no one cared if they were a little exaggerated or maybe even made-up!

The second day of racing was better than the first. The sun was out, the temperatures were in the 80’s AND there was plenty of wind, but not too much! We got in three, 4-leg windward-leeward races in the 6-10MPH winds. We were back at the docks by 1:30 PM, with awards scheduled for 2:45 PM, so we really made great time that day! Places changed many times in each race with some pretty large shifts that confounded even the best sailors. In the Championship Division 3 different teams won races and there was an 18-point difference between 1st and 2nd place.

The lovely glass trophies were designed and made by JYC member, Candy Spurzem. There were awards for each of the race winners and several went to teams that were not amongst overall trophy winners. The Honeymoon Trophy for the best finish by a first time Wife-Husband team went to Maryann and John Hopper from Texas. Championship winners were (1) Jeff and Amy Smith Linton from Florida,

(2) Ryan Malmgren and Stacey Rieu from Wisconsin, (3) David and Kimberly Thinel from Florida (4) Tyler and Carrie Andrews from Maryland and (5) Kelly and Heidi Gough from Texas. Challenger winners were (1) FSSA President Bill Vogler and Jill Rendleman from Illinois, (2) Barry and Tracy Hambrick from Alabama, (3) Patrick and Denise Whatley from Alabama, (4) Derrick and Gwynn Van Valkenburg from Arkansas and (5) Bruce and Jackie Cattanach from Georgia.

Full results are on FSSA.com with links to the photos and videos, including drone race coverage by Eric Bussell. There are also several photos and videos shared on the Flying Scot Sailing Association Facebook page.

Thanks so much to Jim Leggette and Jackson Yacht Club for putting on such a great event. Make sure to start making plans for next year in Dallas! 🏆



See photo spread on next two pages

Wife-Husband Championship

All photos by Elijah Baylis Media (Elijahbaylis.com, Kaitlinmullins.com), except as noted.



Photo: Eric Bussell



Photo: Eric Bussell



Challenger Division winners Bill Vogler and Jill Rendleman.



Championship Division winners Jeff and Amy Smith Linton



Maryanne and John Hopper receive "The Honeymoon Award" from FSSA President Bill Vogler.



WOW! - Women on the Water

Bowman O'Connor, FS#4689, Southwest District – photos courtesy of Bowman O'Connor

Women sailors. Sure, we have excellent women sailors crewing at our club, but women at the helm — not so many. This was the case several years ago. The Corinthian Sailing Club was very supportive of the idea of a program aimed at getting more women club members sailing and helming. Our first meeting was to see how many women would be interested in a women's sailing program. Instead of the 10 or so we expected, 26 women showed up and Woman on the Water (WOW) was born. Our boat of choice was the Flying Scot because we have a good-sized fleet and because of its flexibility of going two or three up. But we've also ventured out in Butterflies and Corinthians.

After three years, we now have eight women helming and racing in our Flying Scot, Butterfly, Snipe and Laser fleets. And we have a number of women who are more involved in the club and sail recreationally.

Each year there is a mix of new sailors and fairly experienced crew. Starting out, most had the same goals. They wanted to gain confidence in basic boat handling skills: docking without ramming the boat into the pier, tacking and gybing, sailing close hauled and on a reach, and rigging the boat properly.

We meet twice a month on Friday nights, mixing onshore classes and time on the water. I would organize who would be on each Scot (the boats were all loaned to us by club members). The first two years the coaches were four wonderful men whose names you'll recognize: Bob Gough, Frank Richards, Burton Shepherd and Red Dog Jones. The only woman instructor was Greta Mittman. Each coach would take two or three women out on a Scot and



work on basic sailing skills, then starting line drills and short courses. When the wind did not cooperate we would have a class: knot tying, throwing a line in windy situations and tactics on the race course.

One of my favorite moments was when Bob Gough helped the women assigned to his boat rig the boat, get settled in each position (the skipper had a little experience) and then gently pushed them off from the dock without him on board. Their expressions were priceless when they

realized Bob was not getting on the boat. They handled it just fine.

This year we hit an important milestone; most of the coaches were women who had been through the program themselves.

We've also found that as important as the sailing is, the camaraderie and confidence built by being on the boat together - and hanging out afterwards for dinner and a glass of wine - has made the program successful in many welcome and unexpected ways. 🍷

Greater New York District Championship Report

Peter Eldridge, FS#4922, Greater New York District – photos by Gretchen Yengst



Peter Eldridge, Fleet 142 Captain (left) and Mark Riefenhauser, GNY District Governor (right) congratulate champion skipper Dan Vought.



The 2018 Greater New York District Championship was held at Sprite Island Yacht Club (Norwalk, CT.) in conjunction with Fleet 142's annual Douglass-Orr Invitational Regatta and the first leg of the Connecticut Cup. Twenty four boats registered and participated in the two day event, June 23-24.

Participants arrived at neighboring Cedar Point Yacht Club (Westport, CT.) Thursday evening and early Friday and Saturday mornings to use CPYC's hoist and launch their Scots for a tow to Sprite

Island. Chris Perez and his fellow Fleet 177 Scot sailors and other volunteers from CPYC were very helpful in organizing the launch and tow. Friday afternoon, Brian Hayes of North Sails conducted a sail trim clinic in challenging winds, but the 13 crews attending the clinic found it to be an excellent experience. Brian followed the clinic participants providing real time commentary as well as videotaping the boats. After an afternoon of practice starts and short course practice racing, the crews relaxed with beers and hamburgers while reviewing the videotape and listening to Brian's commentary. Everyone was dialed into the hour-long discussion and question-and-answer period that followed, hoping to pick up a new idea to improve performance.

On Saturday morning the race committee, chaired by Peter Feick, and the PRO,

Todd Field (a certified race officer with USSailing), set a course in moderately strong winds. With 24 Scots on the line, Fleet 142 captain, Peter Eldridge, found the start to be inspiring as well as a bit intimidating. But the winds and Race Committee kept things moving and we were able to complete three races before threatening weather ended the day.

The highlight of Saturday evening was a happy hour in the unique setting of Sprite Island, and a lobster/clam bake dinner for 80 plus sailors and guests. Discussion topics ranged from the day's races and the exceptional food and beverage, to the incredible views of Long Island Sound at sunset.

In the words of Todd Field, the PRO, the wind gods were not generous on Sunday. The Scots headed out to the starting line for an 11 AM first warning horn only to sit becalmed for more than an hour. With no wind on the horizon (or radar), the race was called and the visiting boats were towed to Cedar Point. Everyone reassembled at Sprite Island for light snacks and libations, as well as the award ceremony.

The top four finishers of the 2018 GNY District Championship/Douglass Orr Invitational regatta were:

In fourth place, boat # 5516 Mark Riefenhauser and Adam Riefenhauser of Fleet 24 (Candlewood Lake Yacht Club, New Fairfield, CT.);

In third place, boat # 520 Matt Cohne and John Weldon of Fleet 163 (Lake Nockamixon, Quakertown, PA.)

In second place, boat # 3289, David Irving and Warren Schutt of Fleet 24; and

In first place, boat # 5688 Daniel Vought and David Watts of Fleet 157 (Monmouth Boat Club, Red Bank, NJ.)

Full results are available on FSSA.com. ▲

A Big Crowd at Lake Norman's Fall 48, ACCs and Carolina Districts

Deb Aronson, FS#6144, Midwest District – photos by Meredith Williams



Lake Norman Yacht Club (Charlotte, NC) holds two invitational regattas per year. When members of the Flying Scot fleet at Lake Norman approached newbie Carol Sandke about being regatta chair for this year's Fall 48 regatta, they assured her that this regatta is always much smaller than the Great 48 (held in May) and that it would be a breeze (pun intended).

Well, they lied. At least this year. The Atlantic Coast Championship (ACCs) — which were also the Carolina Districts — were supposed to be held in New Bern, NC, but were cancelled due to Hurricane Florence. Lake Norman generously offered to fold those cancelled events into the Fall 48. That meant that instead of the usual 25 or 30 boats, there were 37. Those 37 boats included some of the top sailors in the class who traveled from as far away as Massachusetts, Tennessee

and Wisconsin. Hopefully Carol didn't regret saying yes because she did a great job as regatta chair!

If travel is broadening, traveling to regattas is even more so. No matter how long we've sailed, we always learn something at a regatta, whether it's how to handle a big fleet or a better way to put our bottom cover on. I strongly recommend anyone wanting to improve their sailing skills to identify a few regattas to travel to.

As is often the case, the Flying Scot fleet offered a Friday afternoon clinic, this one run by Tyler Andrews and Ryan Malmgren. Rainy and cold weather forced them to hold the clinic inside instead of on the water, but it was still a phenomenal learning opportunity. I can't recommend these kinds of events enough.

On Saturday, although the temperatures were very chilly and the wind started white capping (in fact one boat capsized in the first race Saturday), conditions

moderated as the day went on, with temperatures rising and wind speeds falling.

The race committee ran three six-leg windward-leeward courses on Saturday (though one was shortened). Six is a lot of legs and I have rarely seen that many, but given the wind direction it was understandable. I find it hard to keep track of that many legs, but the competitors seemed to take it in stride. Because my skipper, Ben Williams, was crewing for Ryan Malmgren, in preparation for their teaming up for the Midwinters this coming March (2019), I was in the unusual position of being ground crew and spectator. I hitched a ride on a motorboat. Ben lent me his fancy camera with a big zoom lens and I spent most of Saturday trying to find their boat in the crush.

Winds, as usual, were shift. Everyone complained about them, but Tyler and Carrie Andrews showed everyone how it is done. They not only earned four bullets,



Regatta winners Mark Swanson and John Eckart with their new trophy.



but in each race they led almost wire to wire, sometimes stretching out leads of half a leg in length.

Unfortunately for them, the universal joint on their hiking stick broke after the start of the second race on Saturday, forcing them to go to shore for a repair. Because of some boat gymnastics that are not interesting to the reader, that tiller actually happened to be the one from our boat, Catitude. Ryan had offered Tyler and Carrie a spare joint to carry on their boat and Carrie demurred. All the way back to the club she was regretting her decision to put that key piece of equipment in the truck instead of on the boat!

I was reminded of the old ditty, “for want of a nail the shoe was lost, for want of a shoe the horse was lost,” etc, all the way to “a kingdom that was lost” all for want of a nail. Anyway, let that be a lesson to other sailors to carefully consider what replacement parts they might want to carry with them on the water.

While dinner was being cooked (chicken on the BBQ), Sean O’Donnell did a marvelous job MC’ing a great de-brief session, smoothly picking the brains of the top sailors. The entire clubhouse hung on the observations offered. I will mention, and perhaps I am biased, but I find Carrie Andrews one of the best at describing what they were doing and thinking on the water.

Continued On Page 19

In Memory and In Honor of a Friend

Diane Kampf, FS#5857, FSSA Web Editor – photos by Diane Kampf

Many of you may know Glenn Wesley, a Fleet 163 member, who passed away in the fall of 2017. Glenn and his wife Dorothy campaigned their Flying Scot together at Nockamixon Sail Club in Quakerstown, PA, and traveled to many regattas including our Wife-Husband Championships. Aside from being a good friend, Glenn had been a great help with the FSSA website over the last several years. So when we found out that a regatta had been established in Glenn's name, we just had to be there. The trophy for this regatta was named in honor of George Balas, another Fleet 163 member who passed away last year. George and his wife Linda were key in helping the Nockamixon fleet grow to where it is today. The fleet and FSSA owe a great deal to both of these families.

This was our first road trip towing the boat with our new Roadtrek RV, so we

left our house with much anticipation but no real worries. I am happy to report that the vehicle performed just fine and we had a great night of camping at Tohickon Family Campground. Get this – due to a special they were offering, it was \$25 for the night including full hookups and a nice large site! We got the boat parked and set up Friday night with help from Fleet Captain Phil Sheetz and we were ready to party.

Phil and his wife Jill, and the regatta committee were very welcoming. In fact, Phi & Jill, and Richard & Betsy Baucom treated us to dinner on Friday night at a local pub called Beckers located in a historical schoolhouse, then took us to O Wow Cow Creamery for the best ice cream you can get in Pennsylvania. After a big meal and too much ice cream, we had to roll ourselves into bed for the night.

Saturday was regatta day. Nockamixon Sail Club is located in beautiful Nockamixon State Park in Bucks County,

PA. The lake is several miles long, but the marina and sail area are in a quiet area at one end of the lake, very suitable for racing. There is no clubhouse but that does not deter this group. They put up tents and set up everything right on the lawn in a waterfront area at the park. It was so great to see Dorothy Wesley, to give her a hug in person and to meet Linda Balas. We had a great breakfast including bagels from Three Men and a Bagel that would rival any from New York

The committee boat and rescue boats use slips at the nearby marina. The waterfront ramp made it easy to get the boats in. We raised our sails and were on our way. We could not have asked for a better day on the water - it was sunny, in the eighties, and there was wind! Although the wind did die down a bit in a few of the races, the PRO, Waren Mangan, and his committee - Craig Tourtellott and Commodore Brian Scarborough - put on 4 quality windward-leeward races for 13



Packing up Kachow to get ready to go home.



Greg Kampf with Dorothy Wesley and Linda Balas.



competitors in winds 4-12 MPH. Greg and I had a great day sailing Kachow (FS5857) with two bullets and two seconds in the championship division. The winners, local sailors Sam and Mike Mandell, had two seconds and two bullets to win the tiebreaker since they beat us in the last race. What a blast sailing with these folks! The challenger division winners were Dave Radeschi and Rick Werkheiser. Full results are on the FSSA.COM website under Regatta Results.

This venue is a real gem and I recommend you go to this event next year. We will definitely be back. Maybe we can get this fleet to do a Wife-Husband or Women's NAC in the future! 🚩

continued from page 17 CAROLINAS DISTRICT

Meanwhile, Carol and her team did a marvelous job decorating the club house with Halloween decorations and many of them dressed in costumes. We did not get that memo, and I felt bad about not participating, but it did not diminish my enjoyment of the chicken hot off the grill and the brownie sundae for dessert. We went to sleep in our tent with full bellies and a couple of borrowed blankets (thank you Bruce and Lynn Kitchen!) to fend off the chilly night.

Other racers filled the void left by the Andrews' equipment failure, and competition was fierce between the top dozen sailors. In an indication of the challenging

conditions, every boat had at least one double digit finish. Mark Swanson, the eventual winner, leapfrogged the competition Sunday with two second-place finishes, making up an 11-point deficit from Saturday's results. I'm not sure I've ever seen that kind of second-day recovery.

The wind Sunday was more northerly and the angle was such that the legs were longer, so there were fewer of them. I stayed on shore and my viewpoint was such that I couldn't see anything, but when all was said and done, Mark Swanson was crowned the winner of the Fall 48 and the ACCs.

Chris and Gabe Herman claimed the

title of the Carolina District champions. The Hermans (father and son) have not been sailing all that long, but they are regular participants in both the Great 48 and the Fall 48, traveling from Lake Townsend (Greensboro, NC) in their rebuilt 1975 Chevy Suburban. They have steadily improved over the years (again, they travel. Coincidence? I think not!) and this year they had a very consistent performance. Congratulations to them!

As the season now winds down for us northerners, I'll take a moment to remind sailors that there is a Florida circuit they can sail through the winter if they aren't quite ready yet to put their boat in storage. 🚩



participants – and did we get them? We sure did – 15 teams from all over signed up to sail in this inaugural event. And then the day was finally here! As teams arrived, there was plenty of help from Privateer's Fleet 13. After the practice race there was a super welcome party on Friday night. The food was a multinational feast with several tables - Italian, German, Mexican and Chinese. There was so much to choose from and really easy to overeat and partake in all the libations. But you had to save room for the yummy desserts too!

After a nice breakfast Saturday morning, we had the skippers meeting during lunch, and the racing was underway. There were three 4-leg windward leeward races on Saturday in 12-18 MPH north winds that picked up as the races progressed. The Race Committee, led by PRO Brainard Cooper, set good courses and lengthened them in the first race to make sure they were 50-60 minutes long. Of the 15 boats racing, it was particularly tough for the boats that were 2-up to keep the boat flat, but we all made it through all 3 races.

The support teams, including FSSA President Bill Vogler and many of the husbands of the racers, watched from a houseboat or other motor boats, drinking adult beverages and taking load of pictures. After racing there was a great buffet dinner prepared by the club's members as well as all the beverages one could want.

Sunday started with another nice breakfast, but the weather was the opposite of Saturday. Clouds overtook the area, a little rain and lots of wind greeted the racers on the water. Several boats retired before the



Photo: Diana Kempf

races and one retired after Race 1. With northwest winds blowing 15, with gusts in the 20s, the rest of the teams toughed it out on the race course. The wind moderated during the two 4-leg windward-leeward races, but the skippers who raced did say they worked pretty hard out there. While we waited for the awards ceremony, we were treated to a nice lunch.

The trophy winners are from several different clubs - (1) Mary Anne Hopper, Jennifer Draheim & Melissa Miller from Rush Creek Yacht Club with 5 bullets, (2) Tracy Sykes, Nicole Claas Moore & Diana Plunkett from Grande Maumelle Sailing Club, (3) Nancy Claypool, Stacey Rieu & Debbie Huntsman from Southern Yacht Club and Ephraim Yacht Club, (4)

Peyton Ankers & Holly Gregory from Privateer Yacht Club and (5) Kate Gomes, Kaitlyn Reilly & Lexi Cookson from Greater Richmond Sailing Association. Congratulations to all the women's teams! Full results are on FSSA.COM under Regatta Results.

I do love it when a plan comes together. Thanks so much to Rob Fowler and Privateer Yacht Club for hosting a great event. We'll see you at the 2019 event in August at my club, the Massapoag Yacht Club in Sharon. We hosted the 2009 Wife-Husbands and are honored to be the hosts for this event. We had 10 boats in Texas, 15 boats in Tennessee, can we get 20 boats in Massachusetts? We will be waiting for you. 🚤

STARTING LINE Calendar Of Monthly Events (FROM JANUARY 2019 TO SEPTEMBER 2019)

Regatta: FL District #4 Tampa Davis Island YC
District: Florida • **State:** Florida
Date: 01/19/19 - 01/20/19 • **Info:** aslinton@aol.com

Regatta: FL District #5 Lake Eustis George Washington's Birthday Regatta
District: Florida • **State:** Florida
Date: 02/16/19 - 02/20/19
Info: raylaguna5@gmail.com

Regatta: FL District #6 Merritt Island Space Coast Invitational
District: Florida • **State:** Florida
Date: 03/09/19 - 03/10/19
Info: picco5boca@aol.com

Regatta: 2019 Midwinter Championship at Sarasota Sailing Squadron, Sarasota, FL
Date: 03/23/19 - 03/27/19
Info: manager@sarasotasailingsquadron.org

Regatta: FL District #7 Sanford, Ladies on the Lake Regata
District: Florida • **State:** Florida
Date: 04/12/19 - 04/14/19
Info: calmly@cfl.rr.com

Regatta: FL District #8 Key Largo, Painkiller Regatta
District: Florida • **State:** Florida
Date: 05/17/19 - 05/19/19
Info: jim@jimsignor.com

Regatta: 2019 Greater New York Districts, Lake Nockamixon, PA
District: Greater New York
State: Pennsylvania
Date: 06/21/19 - 06/23/19
Info: fs5516@yahoo.com

Regatta: 2019 NAC at Pensacola Yacht Club, Pensacola, FL
State: Florida • **Date:** 07/13/19 - 07/18/19
Info: limerun@gmail.com

continued on page 23

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

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

15 – Douglass; 1958; **\$1,333.33**; John Izmirlian, Bradenton, FL; fishermen-sheadquarters@yahoo.com

209 – Douglass; 1960; **\$2,900.00**; J. Penwarden, Orwell, VT; johnnyshoots@mac.com

449 – Custom Flex; 1963; **\$4,000.00**; Jim Kauffman, Evanston, IL; 312-961-1162; jimkauffman@gmail.com

970 – Ranger; 1966; **\$650.00**; Mr. Hinds, Toledo, OH; nphinds@embarqmail.com

1790 – Douglass; **\$3,000.00**; Goreville, IL; bills33950@yahoo.com

2204 – 1972; **\$3,000.00**; Red Bank, NJ; anthony@bitsandatoms.net

2499 – Douglass; 1974; **\$3,975.00**; Fred Breekland, Ridgefield, CT; 203-438-3358; fbreekland@gmail.com

3162 – Custom Flex; 1978; **\$2,500.00**; Scott Ulrich, York, PA; 717-575-6598; jscottulrich@gmail.com

3840 – Douglass; Belmar, NJ; rchilders@crabnet.com

4140 – Flying Scot, Inc.; 1985; **\$5,500.00**; Sarasota, FL; norris.elswick@gmail.com

4228 – Douglass; 1986; **\$10,900.00**; Doug Schollenberger, Baltimore, MD; fds1612@yahoo.com

4561 – Flying Scot, Inc.; 1989; Call or Text; Frank, Washington, NC; 252-717-0552; franklgay@gmail.com

4728 – Flying Scot, Inc.; **\$7,700.00**; David Cioni, Delavan Lake, WI; 312-656-9143; dcioni@tds.net

4758 – Douglass; **\$7,500.00**; East Patchogue, NY; 631-882-5680; hummel4876@aol.com

5075 – Flying Scot, Inc.; 1996; **\$9,500.00**; Bill Robertson, Hixson, TN; brobertson@epbfi.com

5155 – Flying Scot, Inc.; 1997; **\$8,500.00**; Pete Scott, Island Heights; 732-762-5737; wascotty1@yahoo.com

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

5339 – Flying Scot, Inc.; 2000; **\$7,500.00**; Beaufort, NC; downeastgator@gmail.com

5393 – Flying Scot, Inc.; 2001; **\$9,500.00**; Jim Sparkes, Syracuse, NY; 315-415-4791; jsparkes@sparkeslaw.com

5430 – Flying Scot, Inc.; 2002; **\$10,500.00**; Jim Harris, Carlyle, IL; 314-966-8404; etstruckhoff@att.net

5598 – Flying Scot, Inc.; 2003; **\$9,080.00**; Rick Lyons, Pinckney, MI; rl@chartermi.net

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Josh Goldman, Westport, CT; 917-859-7764; joshua.goldman@lushwike.com

5695 – Flying Scot, Inc.; 2006; **\$10,999.00**; Marietta, OH; 740-434-5341; zapple@icloud.com

5828 – Flying Scot, Inc.; 2007; **\$12,700.00**; Tampa, FL; dacrytj@gmail.com

5833 – Flying Scot, Inc.; 2007; **\$13,995.00**; Annapolis, MD; bencorson@aol.com

5842 – Flying Scot, Inc.; 2007; **\$16,000.00**; North Georgia; 770-519-2833; nphj@yahoo.com

5847 – Flying Scot, Inc.; 2007; **\$12,500.00**; Pittsburgh, PA; andreyko@comcast.net

5832 – Flying Scot, Inc.; 2007; **\$14,500.00**; Sturgeon Bay, WI; 920-366-4225; cschoendorf@cs.com

5897 – Flying Scot, Inc.; 2007; **\$19,500.00**; Deb Aronson, Urbana, IL; debaronson@nasv.org

5928 – Flying Scot, Inc.; 2010; **\$8,650.00**; Rick Lyons, Pinckney, MI; rl@chartermi.net

5954 – Flying Scot, Inc.; 2011; **\$12,000.00**; Indianapolis, IN; 317-985-3276; ording.andy@gmail.com

Compass & Mount – Flying Scot, Inc.; **\$170.00**; Mark Evans; 336-817-4891; mrevans@fcbinc.com

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

Spinnakers & Parts – see website for details; **\$500.00**; Jim, Florida; 561-315-7617; jprmer244@bellsouth.net



Wondering why skipper Dean Marlin is grinning? It's because he is sailing his brand new Flying Scot and having the time of his life with his crew, Susan Mucha and Chris Peters, at the Sarasota Midwinter Regatta. Interested in a brand-new Flying Scot? **Call the Flying Scot Factory (800-864-7208) and learn what they can do for you!**

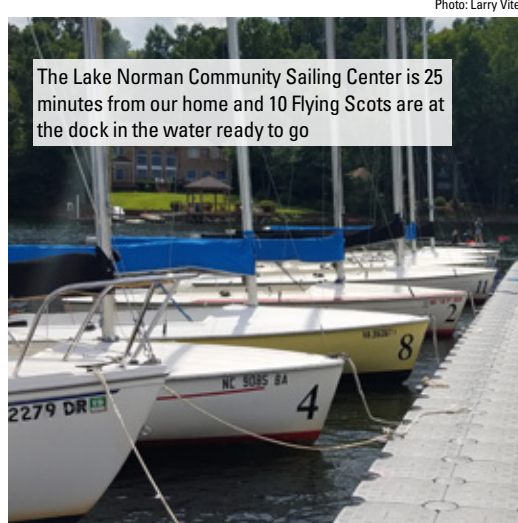
How I Enjoy Sailing My Scot When I Don't Have Much Time

Larry Vitez, FS#5085, Carolinas District

Life and circumstances change just like the wind that fills our sails. My competitive racing days are behind me and while I hope to make it to one or possibly two events a year, I don't have high hopes of competing for the silver. I have not given up sailing and in fact I sail quite regularly. I love sailing and living in the South has allowed me to sail at least once in every month, a promise I have made and kept with myself for over 25 years. I discovered sailing in 1968 when my father, who knew nothing about sailing, or for that matter any sport, took me to an IRS sponsored sailing lesson at the Washington Sailing Marina. I recall it was a dreary day and we capsized the Sunfish in the very very dirty Potomac River.

After that, I taught myself, and as somewhat of an entrepreneurial teenager I bought and sold a few boats as I learned, and worked my way up to a Hobie 14. I have never really been able to describe how or why the sensations of mastering the silent, unseen force of the wind, in a small boat, are so wonderfully satisfying.

These days I go sailing mostly by myself for an hour at a time to get my "fix." Sailing for just an hour is not something many of us do because of all the time needed to get the boat in and out of the water. Carla and I now split our time between our homes in Charlotte, 20 miles from Lake Norman, and the SC low country in the upper reaches of the Port Royal Sound. The Lake Norman Community Sailing Center is 25 minutes from our home and 10 Flying Scots are at the dock in the water ready to go, with the mainsail rolled and covered on the boom. I can be sailing in ten minutes and back in my car ten minutes after returning to the dock. An annual pass costs about \$350



and allows the holder to sail Scots and Sunfish every day, all year. Paddle boards and kayaks are also part of the package. If it is too windy to comfortably single hand, I sail under main only and if you have never tried that, you should. I happen to be the founder of the Community Sailing Center and we just celebrated 10 years of putting thousands of people on Flying Scots, Sunfish, Optis and 420s, and also contributing almost \$2 million dollars to the local economy. I designed the facility specifically to make it easier and less time-consuming to go sailing. Not everybody has a full day or a weekend to spend afloat.

At our home on the tidal river in the low country, I've tried to make sailing just as easy. I purchased a plastic modular Candock (just like at LNCS) and adapted the front of a boat trailer to it so I could quickly and easily launch and retrieve the FS. In the tidal creeks I often go sailing on the spur of the moment, when the tide and wind are perfect. I can be sailing in 10 minutes and with help rolling the mainsail I can have the boat secured and put away

in 10 minutes. In fact I have a virtual flotilla on the Candock. I've fashioned two black jet dock cubes into a cradle from which I launch my kayak and it is possibly my best idea ever. In 2016, the Scot, the Sunfish, and a kayak were secured to the plastic Candock when hurricane Matthew devastated the area and I lost my entire wooden dock system, 75' pier and 20' float and ramp. I thought all was lost, but when I returned a few days later to survey the damage, I discovered the Candock with all three boats unharmed and still securely fastened, floating in the marsh. I was back in business later that day.

Those of us who are lovers and promoters of the sport of sailing have to work to find ways to make it easier, less time-consuming and less expensive for others to learn and enjoy. So how do we do that? At LNCS we schedule events in smaller time slots. We store the boats in the water with sails on and under cover in order to lessen the prep time. We pair people up when they arrive for an event so nobody has to find crew. We are located close to population centers, lessening the commute for many sailors, and boat ownership is not required. Even so, sailing is not a skill easily perfected in a short period of time. Time in the boat in varied conditions is required and most people need 2-3 seasons to gain competence and confidence. When we opened the doors at LNCS we thought most of the customers would be youth, but we found adults to be our primary customers. I think that in today's stress-filled fast-paced world, people just dream about getting away from it all and sailing is part of that dream. It certainly was for me. ▲

NEW MEMBERS

Carolinas District

Boat #B505 /Fleet #48

Carol Sandke
Davidson NC

Boat #C1954

Nancy Peterson
Wayne Norton
Chapel Hill NC

Florida District

Boat #5627

Dale Arnold
Panama City FL

Boat #5220 /Fleet #90

Charles Price
Miami FL

Gulf District

Boat #4621

Richard Keith
Buford GA

Boat #2891

Kent & Britta Kindervater
Chattanooga TN

Boat #5943 /Fleet #102

Current Skipper
Fairhope Yacht Club
Fairhope AL

Midwestern District

Boat #4728

David Cioni
Mundelein IL

Boat #A991 /Fleet #135

Jodi Heckel
Champaign IL

Boat #B661

Emory Luth
Tolono IL

Boat #0391 /Fleet #135

Martin Repetto
Champaign IL

Boat #6098

Arnold C. Samuels
Evanston IL

Boat #A661 /Fleet #135

Deb Stoltz
Champaign IL

Ohio District

Boat #5394

Chic Clark
Indianapolis IN

Pacific District

Boat #6146

Steven Turk
Saint George UT

Southwest District

Boat #5840 /Fleet #23

Brig North
Dallas TX

Boat #2613

Steve Priestler
Wichita Falls TX

Continued From Page 20 **STARTING LINE**

Regatta: 2019 114th Annual Ephraim Regatta

District: Midwest

State: Wisconsin

Date: 08/03/19 - 08/04/19

Info: ephraimregatta@eyc.org

Regatta: 2019 Women's NAC at Massapoag Yacht Club, Sharon, MA

Date: 08/16/19 - 08/18/19

Info: dianekampf@charter.net

Regatta: Glow II Regatta at Clinton Lake

District: Midwest

State: Illinois

Date: 09/28/19 - 09/29/19

Info: debaronson@nasw.org



**SCHURR
SAILS**
PENSACOLA

**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.

Call Hunter Riddle at 850-438-9354
or go to the website at schurrsails.com

Address Service Requested

District Governors

CAPITAL DISTRICT

Debbie Cycotte
 888 Scoggins Creek Trail
 Hartfield, VA 23071
 (804) 761-3048
 dcycotte@yahoo.com

CAROLINAS DISTRICT

Christopher Herman
 1896 Meadowbrook Dr.
 Winston Salem, NC 27104
 (336) 723-3722
 windward2006@live.com

DIXIE LAKES DISTRICT

Andrew Fox
 121 South View Drive
 Huntsville, AL 35806
 (860) 354-6161
 starfox170@gmail.com

FLORIDA DISTRICT

Tom McNally
 924 Oak Forest Drive
 Winter Springs, FL 32708
 407-620-2793
 calmly@cfl.rr.com

GREATER NY DISTRICT

Mark Riefenhauser
 72 Kettletown Woods Road
 Southbury, CT 06488
 fs5516@yahoo.com

GULF DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

Steve Rajkovich
 18 Alten Ave, NE
 Grand Rapids, MI 49503
 (616) 460-3662
 steve.rajkovich@comcast.net

MIDWEST DISTRICT

Bronson Bowling
 2512 Tamm Avenue
 St. Louis MO 63139
 (919) 349-6714
 jaceboshwen@yahoo.com

NEW ENGLAND DISTRICT

Edward Jeffries
 96 Southern Ave
 Essex, MA 01929
 (978) 263-1664
 edward.jeffries@verizon.net

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

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

PRAIRIE DISTRICT

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

SOUTHWEST DISTRICT

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

Statement of Ownership, Management and Circulation

1. Publication Title - Scots n' Water 2. Publication Number: 0194-5637
3. Filing Date: 10/1/2018 4. 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:
 Flying Scot Sailing Association - One Windsor Cove, Suite 305, Columbia, SC 29223
8. Complete Mailing Address of Headquarters or General Business Office of Publisher:
 J. Edgar Eubanks & Associates, One Windsor Cove, Suite 305, Columbia, SC 29223
9. Complete Names and Complete Mailing Addresses of Publisher, Editor and Managing Editor -
 Publisher: J. Edgar Eubanks & Associates, One Windsor Cove, Suite 305, Columbia, SC 29223
 Editor: Ned Johnston, 66 Youngs Mountain Rd, Bar Harbor, ME 04609
 Managing Editor: Courtney Waldrup, J. Edgar Eubanks & Associates, 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)	795	801
b. Paid Circulation (1) Mailed Outside-County Paid Subscriptions State on PS Form 3541.	662	707
c. Total Paid Distribution	662	707
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	42	55
	(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)	
	(4) Free or Nominal Rate Distribution Outside the Mail	
e. Total Free or Nominal Rate Distribution	42	55
f. Total Distribution	704	762
g. Copies not Distributed	91	39
h. Total	795	801
i. Percent Paid	94.03%	88.26%
16. Electronic Copy Circulation		
a. Paid Electronic Copies	364	369
c. Total Paid Print Copies + Paid Electronic Copies	1026	1076
d. Total Print Distribution + Paid Electronic Copies	1068	1131
d. Percent Paid (Both Print & Electronic Copies)	96.07%	95.14%
<input checked="" type="checkbox"/> I certify that 50% of all my distributed copies (electronic and print) are legitimate requests or paid copies.		
17. Publication of Statement of Ownership for a Requester Publication is required and will be printed in the NOV/DEC issue of this publication.		
18. Signature and Title of Editor, Publisher, Business Manager, or Owner Date: 9/19/2015 <i>Courtney Waldrup FSSA Class Secretary</i>		



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