

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 63 | NUMBER 3 | 2019

**A PENSACOLA
PRIMER**

**TIPS FROM
THE DESIGNER**

SCOTS IN ART





NORTH SAILS CLIENTS DOMINATE THE FLYING SCOT MIDWINTERS

CHAMPIONSHIP DIVISION

1ST 2ND 3RD

Congratulations
Jeff & Amy Linton

CHALLENGER DIVISION

1ST 3RD

Congratulations
Karen Jones & Chuck Tanner

EXPERIENCE THE VALUE OF THE NORTH DIFFERENCE

**ONE-YEAR
FREE SAIL CARE**

**ELITE CLASS
EXPERTS**

**160+ LOFTS
AROUND THE WORLD**

Zeke Horowitz

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

Brian Hayes

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

photo credit - Jim Faugust

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

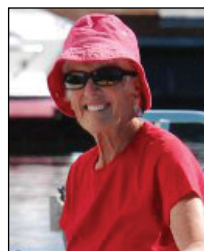
PARLIAMENTARIAN

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

Wisdom of the Ages – A 1964 interview
with Sandy Douglass 5

Report from the Chief Measurer 10

A Pensacola Primer 12

My History as a Scot Owner and the Day
I Really Learned to Sail 14

What's in a Name?...Boat Names from
Another Shore 16

Scots on the Rez in Art..... 18

In Every Issue

Caveat Emptor 21

Starting Line 22

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: A detail of a painting by Sunny Palmisano.





To the Flying Scot Sailing Association...

Bill Vogler, FS#6140



Please note this will be my final president's message as my two-year tour of duty is nearly at an end. In mid-July, current first vice president, Bill Dunham, of Pawling, New York will take my place. It has been a pleasure, privilege, and honor to serve the FSSA - one of the finest one-design sailing class associations in the US today. FSSA continues to be a vibrant organization in large part because the rank and file membership have worked to keep the Flying Scot a true "one design". This ensures that every member's boat is equally competitive in racing, and requires only a standardized skill set common to all recreational sailors for cruising.

Helping to make my two-year stint so enjoyable was first, the membership, which has showed great energy, enthusiasm, and commitment to the FSSA and the Flying Scot. Fleets from as far away as Sequim Bay Yacht Club (Washington State, Pacific District), to Fleet 11 (Sandy Bay Yacht Club, Rockport, MA), to the Upper Keys Sailing Club in the Florida Keys, to Fleet 23 (Corinthian Sailing Club, Dallas, TX) have members, fleet captains, and district governors who conduct over 45 Flying Scot club, district, and nationally sanctioned regattas per year. Now, that is an active class!

Thanks also to the Executive Committee which has worked hard on behalf of the membership. This includes governance, organization, communica-

tion, promotion, oversight of sanctioned regattas, the Foundation work, preservation of class history, measurement, and many other functions.

Thanks goes also to FSSA Executive Secretary, Courtney Waldrup, of Columbia, SC, the face of FSSA and the keeper of the "flame" of our organization - particularly the membership database. Also thanks to the Flying Scot builders, Harry and Karen Carpenter, and Tyler and Carrie Andrews, who build new Scots in Deer Park, MD, and are always helpful with any questions or concerns about new or old boats. Support the builder, buy up!

Looking back at the many noteworthy events/activities these past two years one event sticks in my mind - the development of a dedicated Women's North American Championship. This was first held as a two day makeup regatta at White Rock Lake (Corinthian Sailing Club) in 2018, then initiated formally this year at Privateer YC in Chattanooga, TN, to be rotated throughout the FSSA districts over the years. The regatta has highlighted how important it is to nurture our most untapped but burgeoning membership demographic - women sailors. As I mentioned in the December 2018 issue of *Scots n' Water* (vol.62, no.5), 39 women in 16 Flying Scot boats participated in that inaugural event - a good start. We need to keep it up! If we are to remain strong as an overall membership, we need to develop the sport so that both men and women have opportunities to grow and learn relative to all things Flying Scot.

Coming up are some events important to FSSA, beginning with the North American Championships in Pensacola, FL, July 15-18, 2019 at the Pensacola Yacht Club. We hope that as many members as possible will be there to enjoy great sailing in Pensacola Bay, have fun at the many social events, and also participate in the membership meeting where important class business is conducted and your voice can be heard.

Thank you in advance to the other clubs hosting upcoming sanctioned events: (a) the Women's NAC at the Massapoag YC in Sharon MA on August 17-18, 2019; (b) the Wife Husband Regatta at the Corinthian Sailing Club in Dallas, TX on September 13-15, 2019; and (c) the Atlantic Coast Championship (ACC) at the Lavallette Yacht Club (NJ) on September 21-22, 2019.

Next year we look forward to the Midwinters at Fort Walton Beach, FL in March, the NAC at Cedar Point, CT, and the Women's NAC at Deep Creek MD. Also, we anticipate the possible re-establishment of the Flying Scot raffle in which a limited number of raffle tickets are sold for \$200 each to vie for a brand new Flying Scot worth over \$20,000. You have to be an FSSA member to participate.

Keep your membership current and stay tuned!

In the meantime, best wishes and smooth sailing as we move to the next chapter in the Flying Scot Sailing Association! 🚩

Wisdom of the Ages

A 1964 interview with Sandy Douglass

Debbie Peterson Cycotte, FS#4603, Class Historian

I am deeply indebted to Charles Buffington for finding this gem of an article sitting on the deck of Flying Scot #4, which was, in fact, the first Flying Scot ever built. For some reason, the first few boats weren't numbered in the order in which they were built. Charles "borrowed" the article to take home and retype as the original wasn't clearly legible.

The boat was donated to the Garrett County Transportation Museum in Oakland, Maryland by Clark and Rhoda Ashby from Carbondale, Illinois (and later Solomons Island, Maryland). It was originally built in 1957 for Jack Brown, who was very anxious and in a huge hurry for his new boat.

This article appears to be a racing class interview with the designer and first builder of the Flying Scot, Gordon K. Douglass, known to all as "Sandy." It was written on May 14, 1964 and has never before been published in "Scots n' Water." Sandy is answering questions about sailing a boat with a centerboard and planing hull. It is full of advice and racing tips that are useful to Flying Scot sailors even today, 55 years later.

An interesting side note: to install a Flying Scot on the second floor of the museum, the boat was hoisted by crane and swung through a window. The roof of the building was put on afterwards. I hope you enjoy this glimpse into our class history as much as I do.

RACING CLASSES Interview:

QUESTIONS ON SAILING A CENTERBOARDER

Gordon K. Douglass
Oakland, MD., May 14, 1964

1. The amount of weather helm and the sensitivity of the helm are two very different things which are in some ways inter-related. A well-balanced boat can have a heavy helm if the rudder is too large and the tiller too short, for example. Or a poorly balanced boat can feel light on the tiller if the tiller is long and the rudder small; but the result of the latter situation would be an extreme rudder

angle and consequent drag.

I insist that my own boat should have a positive helm. I like my boat to want to go to weather and not to have to be pushed up. This is important even in light weather, but is especially important in very heavy and gusty winds when it is essential – and difficult – to keep the boat on her best lines.

Sensitivity is related to hull weight and



Flying Scot hull number 120, photo @1960.

rudder size and shape, as well as helm. The light, planing centerboarder with no skeg, with a high aspect ratio centerboard and rudder of adequate size will show a sensitivity impossible in a heavier boat with skeg and barn-door centerboard.

My ideal is the sensitive boat with just enough helm to make the tiller talk to me through my fingertips.

Note that I said "To keep the boat on her best lines" and not to keep her flat. Speaking, of course, only of sailing to windward, I believe a boat should be heeled slightly and not sailed dead flat. A slight angle of heel, perhaps with the mast only 10 to 15 degrees from vertical, will help the boat go to weather. Every boat has an optimum angle of heel at which it will make its best progress to windward under the existing conditions. On the other hand, nothing will give a boat a bad helm more than heeling too

Continued On Next Page

Gordon K. Douglass
Oakland, Md.
May 14, 1964

RACING CLASSES Interview
QUESTIONS ON SAILING A CENTERBOARDER

1. The amount of weather helm and the sensitivity of the helm are two very different things which are in some ways inter-related. A well-balanced boat can have a heavy helm if the rudder is too large and the tiller too short, for example. Or a poorly balanced boat can feel light on the tiller if the tiller is long and the rudder small; but the result of the latter situation would be an extreme rudder angle and consequent drag.

I insist that my own boat should have a positive helm. I like my boat to want to go to weather and not to have to be pushed up. This is important even in light weather, but is especially important in very heavy and gusty winds when it is essential - and difficult - to keep the boat on her best lines.

Sandy (Gordon K. Douglas) interview manuscript.

far, and it takes only a few degrees too much to do it.

3. The answer to the question of the choice between driving off for boat speed, and maximum pointing and eating up to windward is that there is no one answer because it all depends on the boat, the wind and the waves. You would not do under one set of conditions what you might do under another.

Some boats are eater-uppers and some are footers. The chances are that the boat with a deep fore-foot and a generous lateral plane will be an eater-upper. You can pinch the daylight out of an Int. 14 and Thistle and they still will go. If the lateral plane is small and the bow soft, you may

have to foot to keep from sliding off.

In smooth water you can pinch more than you would care to do in a chop.

In strong winds and smooth seas you can afford to pinch because there's wind to burn and your boat is moving so well there isn't the danger of having the centerboard stall and slip.

In very light winds, however, speed through the water is more important than pointing. If you can get the boat moving you will build up the apparent wind and go still faster. It is better to foot, even though you are not pointing so high, than it is to point and not go. Therefore, in very light airs you may want to fall off 10 or 15 degrees below close-hauled, ease off your

sails all you can, and let the boat foot, let her get going, after which you may then be able to come back up to closer to normal pointing.

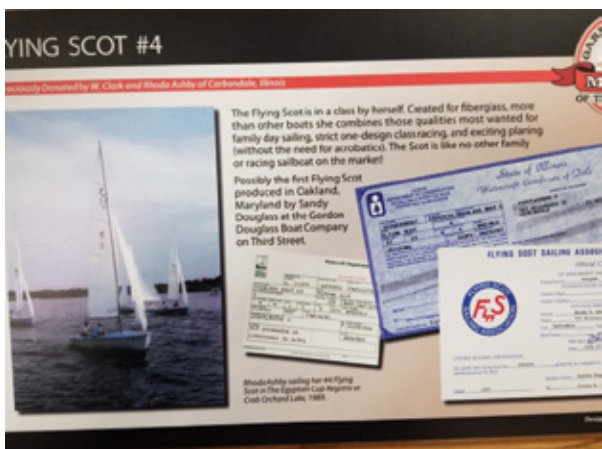
In very strong winds you will do much the same thing but for very different reasons. Now you have to ease off your sails to increase the forward drive and decrease the heeling moment because you are overpowered. Also, the wind drag may overcome the lift from your lateral plane and make you slide off unless you can ease the pressure and increase the speed by sailing freer and helping the boat to foot.

In any case, whatever you do, however you do it, the job demands complete concentration in keeping the boat going her best every single second of the time.

3. You ask what uses can be made of the waves to windward. To windward the waves are a hindrance at best; but if you're a heeled just a little bit you will have a lee-bow wave action which may actually help you to work up, rather than to fall off as you would if the boat were dead level.

Other than this, if the waves are high and steep and cresting you may have to take evasive action such as falling off slightly to avoid a bad curling crest, or by luffing directly into it to take it head on at a lower speed if it is a really bad one. There is a tiller technique which defies description but which comes with experience, for sailing relatively dry.

On beam to broad reaching you can make the most use of the waves, especially if they are large enough to be ridden. On a beam reach, for example, if the wind is just too light to make you plane, you may be able to get the boat up by bearing





off just a little just as an extra good wave starts to pick you up, by giving an extra hard hike, simultaneously throwing your weight aft; by riding down the wave for a few seconds as the boat picks up speed, then gradually sheeting in and working back up to your course or higher. At the higher speed the increased apparent wind may now keep you planing for some time; perhaps aided by an occasional dip down another wave.

On broader reaches you naturally ride the waves as much as possible. Following the practice of working a little high in lulls to increase the apparent wind velocity, and falling off in the gusts when you can afford to, so as not to climb above your course, you try to coordinate the above with riding down the largest waves and coming back over the smallest ones.

On a dead run your chances of using the waves are less. If they are large and

running faster than you are, you then try to select an extra-large one to ride. Instead of just holding your course, you may head up a little – but just a little – to get the apparent wind coming from farther forward to make the sails come to life, you give the boat a kick by moving aft suddenly just as the wave gives its best lift, - and then, if the boat starts to surf, you stay on the wave as long as you can. You might try tacking down wind, if the wind and wave speeds are such that you can ride and stay with the waves on a higher course but cannot stay with them on a dead run.

4. My favorite crew is 5'3" tall, weighs about 120 lbs., and answers to the name of Mary. My ideal crew would be a young man about 6 feet tall and weighing about 175 lbs. with good weight in his shoulders. When the wind is forward of beam the crew (skipper and crew) should be

close together. The windage of two or three together is hardly more than that of one; and with the weight concentrated the bow and stern can rise easily to the waves. As a generality I would say that the combined crew weight should be just a little forward of the center of the boat, centered on reaches and a trifle aft on runs. For planing the weight should be well aft.

5. I think the prime requirement for a tiller and hiking stick is that they must be comfortably within reach when you are at your greatest stretch; and by this I mean that the hiking stick must be long enough so that you can push hard on it as you must do in feathering up in heavy wind. I prefer a wrapping of marlin around the end to the cross-bar. The cross-bar too easily can become fouled or hooked into something.

Continued On Next Page

THE VERSATILE

FLYING SCOT



*Yours for Better Sailing
Sandy Douglass*

WHY ???

**The Flying Scot Is In A Class By Herself
Created 'Like No Other Boat On The Market'**

Leaving tradition behind, her designer has created the FLYING SCOT with a fresh eye to the best in modern design, engineering and materials. Back in 1957, when most of the "one-designs" were boats which had been designed for wood, Gordon K. (Sandy) Douglass decided the time had come for a family sailer to be designed specifically for fiberglass. With the background of a distinguished career in designing and building small sailboats, internationally known for more than thirty years as a championship racing skipper, no one was better qualified.

Yes, the FLYING SCOT is in a class by herself. Created for fiberglass, more than other boats she combines those qualities most wanted for family day sailing, strict one-design class racing, and exciting planing



6. The technique of getting a boat "over the hump" onto a plane will vary somewhat according to the wind and sea. In general, however, there are certain fun-

damentals involved. First of all, it must be understood that a boat will not plane on its side, and if she is heeling she must be brought up level.

Let us assume that we are sailing with the wind abeam, hiking all we can, and are holding the boat will up but are not planing. A good strong gust comes along.

Karen and Harry
Carpenter, owners
of Flying Scot Inc.
since 1991.



If we hold things as they are, we will be knocked over. No planing. We can spill it by luffing, no planing.

Instead, we bear off suddenly, easing off both jib and main. For planing the jib must always be free to the point of luffing so as to lift the bow. We push and pull on the tiller several times to shake the boat loose.

We ease the main enough and bear off enough for the boat to come level and lift. We also slide aft, hike all we can. We also coordinate this with riding down the side of the best and most convenient wave going our way.

I think the function of bearing off suddenly, and the push and pull on the tiller, is that in the sudden change of course

away from the wind, the inertia of the mast holds it in place, and we, in effect, throw the boat under it. "A body in motion tends to remain in motion in the same direction and at the same speed."

By bearing off and easing the sails we transform some of the heeling moment of the sails into forward drive, into a direction of force we can use.

Now that we are up and going, we have to trim in the sails as the apparent wind moves forward. Also, because the increased speed has given the boat greater dynamic stability and power to carry sail, we now can work back up to our course, sheeting in as we go, and keeping the plane. If the next gust starts to overpower us, we again bear off and ease sheets as

I think the function of bearing off suddenly, and the push and pull on the tiller, is that in the sudden change of course away from the wind, the inertia of the mast holds it in place, and we, in effect, throw the boat under it. "A body in motion tends to remain in motion in the same direction and at the same speed."

needed to keep the boat flat.

In the modern planing boat the reaches can be made more fun as well as more important than the beats, and a good planing man can walk away from a poor planer.

Yes, under many conditions, I would sail a longer course to make a better planing angle. For one thing, in the usual gusty planing breeze your course will be a whole series of "longer" course because in the lulls you will work up a trifle and in the hard gusts you will drop down and run off. If, for example, a course is just too close for good planing it would pay to work up a little so as to be able to bear off the plane for the mark. If the course is too broad you might plane a little above the course and then set spinnaker on a broader reach.

7. The answer to the question of anticipation of situations, commitment to them and coverage of mistakes (What mistakes, Mr. Robinson?). In a centerboarder, as opposed to a keel boat, all depends on the boat I am sailing. The larger and heavier it is the longer it will take to change its state of being. You cannot do in a Snipe, for example, what you might do in a Penguin. Whatever you sail you must learn to judge what it will do and act accordingly.

I agree in principle with the theory of trying to plan out a race. I try to size up the course and wind, try to have some idea of what I want to do. The only trouble is that something generally happens in the first five minutes or less to make you change your plan, and from there on you have to play it by ear.

If by anticipation of situations you mean, for example, the strategy of approaching a mark when there obviously is going to be a pile-up, I am a firm believer in trying to stay out of trouble even though it may mean going around the jam or waiting until it clears up.

Isn't the ability to win races pretty much synonymous with the talent for staying out of trouble, the ability to cover mistakes? Even with the best planning on your part, in a big fleet there are those who will be there ahead of you, perhaps by sheer blunder in some cases; but in any case you're in the soup and have to get out of it. Somehow, the top skippers always seem to finish up near the top, regardless. ▲

Report from the Chief Measurer

Roger Sharp, FS#6014 , Class Chief Measurer, New England District

The Measurement Committee would like to remind the membership of what is allowable under the current rules regarding modifications to the centerboard. Here are the Specifications and CMR's (Chief Measurer Rulings) which relate to the centerboard.

"It is intended that there shall be no significant change in...centerboard...from the original design as prepared by Gordon K. Douglass...."

Article S-II paragraph 4: "Shape shall conform to the official mold..." "There shall be no change in the profile or the cross-section of the blade or head of the centerboard...."

CMR 20: "Fairing of the trailing edge of the centerboard is illegal."

CMR 71: "The profile of the centerboard shall not be modified...." but repairs can be made to return to the "standard profile." [of the official mold]

CMR 83: Complementary to CMR 71 - Repair of centerboards) "The board shall be a symmetrical foil. This requires that the maximum thickness be at 50% or in the middle of the board from front to back for the full length of the board.

b) "The maximum allowable thickness of the foil shall be 1 3/8 inches.

c) "The leading and trailing edges shall be the same thickness. The leading edge may be rounded and the trailing edge may be squared off with corners that are not sharp. The width of the flat of the trailing edge shall be the same as the diameter of the leading edge."

It is clear from the preceding that limited work can be done on the centerboard. The litmus test for the board is - can it be put back into the mold and fit snugly? Of particular note is that the curvature of the cross section of the foil cannot be changed from that of the mold. The mold provides a smooth and continuous curve from the front edge to back edge. The molded shape

of the board is tapered from the thickest section at just under the head, to the thinnest section at the bottom.

Likewise, the head of the board must fit into the mold. The head generally has a rectangular cross-section but it is slightly tapered for the aft one quarter.

All class legal centerboards need to meet this standard.

The measurement procedure at the class sanctioned regattas where measurement is required (NAC, Midwinters) is to use a flexible template to verify that the sections of the centerboard are symmetric fore and aft. Additionally, a gauge is used to check maximum thickness. To see this process, please view this YouTube video <https://www.youtube.com/watch?v=cJduSLCehjM>

The Flying Scot prides itself on being a class which puts a premium on the skill of the sailors and not the equipment used. As long as the surfaces of the centerboard and hull are smooth they are fast.

Please contact the Measurement Committee or Flying Scot Inc. should you have questions or would like guidance. ▲



Don't Forget to Use Amazon Smile for FSSA

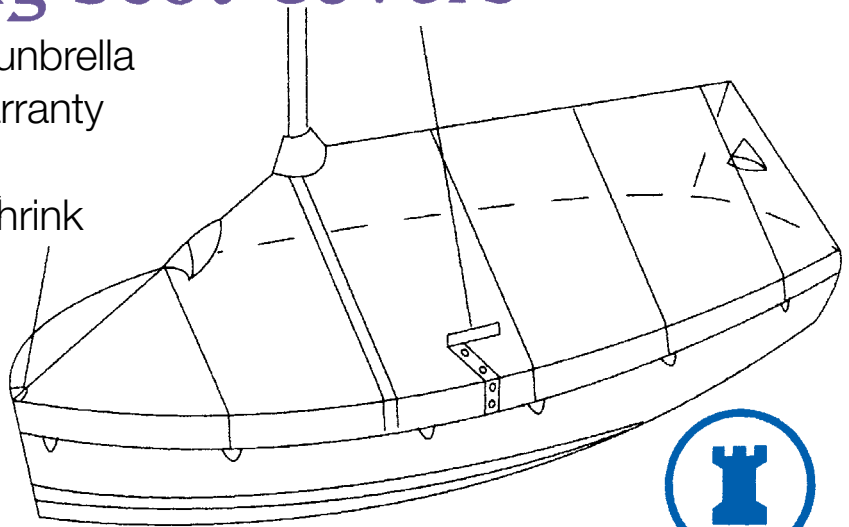
You know what they say, it's always better to give than to receive, but what if you could both give AND receive? That's the idea behind the Amazon Smile program. If you shop at Amazon (which means pretty much anyone reading this, I would wager), then you can sign up for Amazon Smile and designate FSSA as the charity you are supporting. Then, every time you shop a small portion of your purchases go to FSSA. So when you shop you are helping the Flying Scot class. If you ever needed a reason to buy more stuff, here it is!! Just remember to go to smile.amazon.com every time you shop online. It's a win win!!

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

A Pensacola Primer

By Tom Pace, Rear Commodore Pensacola Yacht Club, NAC Race Committee Chair

So... Pensacola Bay sailing conditions? We all think that our local areas are special, and I feel this way about the water and wind conditions here in Pensacola and the amenities of the Pensacola Yacht Club.

I'm a Pensacola local – as local as it gets. My family has been here since 1784. I grew up as a water kid: I could swim before I could walk, had my first boat at age 8, spent a zillion hours on power and sail over the past 58 years, raced internationally as an am-ateur, and then professional, windsurfer in 36 countries around the world. I am currently the Rear Commodore of Pensacola Yacht Club and the regatta chair for the up-coming Flying Scot North Americans.

Pensacola Bay is protected from the open Gulf of Mexico by our barrier island and by Pensacola Beach. The sand here is a ground quartz, which gives the local Gulf water an emerald hue, thus the name Emerald Coast (no precious gems to find in the sand beyond shells!). The Bay itself is a protected body of water about 13 miles east to west, and 3-7 miles north to south. Depths range from 20' to 33' through most of the Bay, with the only significant submerged rocks laying outside the west side of the channel, which is clearly marked with navigation buoys and day marks, as you leave the yacht club. During skippers' meetings we display an aerial image showing that area and give a simple instruction to NOT sail over the rocks!

There is very little commercial traffic on the Bay, and no military ship activity around the race course. Of course, local boating happens daily in the summer



months, and NAC competitors will see a wide variety of pleasure craft around the bay. These boaters rarely, if ever, interfere with our racers.

The race courses can be placed within minutes of the launch at PYC, and depending on wind velocity, it is rare that the starting line will be more than 10 minutes from the launch area. Of course, Florida can be very hot in July and Pensacola is no exception. I strongly suggest light, long-sleeved lycra tops, such as surfing rash guards, that provide UV sun protection as well as a cooling effect when wet. You are all sailors, and undoubtedly have your preferences for sun protection, but a little reminder never gets in the way. We hope that racing in Pensacola provides no unwelcome surprises!

While some mornings in July have good and steady breeze, more often a thermal

begins to build around midday, increasing through the late afternoon. It is very common to see the wind build from nothing, to 5-10 out of the SSE, then observe a gradual building and persistent shift to the WSW. The smart racer will look to see what's actually happening, but in my experience the building summer sea breeze moves steadily to the right as the day wears on. Depending on tide, the right side of the course is usually the RIGHT side! Small back-eddies and wind shifts are often available, but playing the right side of her beats is rarely a bad call.

Tidal current in Pensacola Bay is minimal. For 28 days every month, we witness only one high and low tide during a 24-hour period. The other days, we have two tidal changes, and the range is between .4 and .7 feet. Although currents aren't strong, when they run counter to

the wind direction they can kick up a nasty chop. Some of you may be aware that the Americas' Cup team from New York uses Pensacola Bay for winter training on their foiling monohull named *The Mule*. They report that Pensacola Bay has flat water, but that perspective is from a craft on foils, 7' up in the air! For us mere mortals that remain attached to the water, the Bay can get rough. It is a short and steep chop, usually no more than 2'-3' at its highest, but that can make for opportunities on a race course.

We can get late afternoon thunderstorms, but your Race Committee has a tried, true, and very successful procedure for abandoning races, if radar indicates any impending disturbance, leaving ample time to return to PYC ahead of challenging weather that may appear.

John Domagala, who has vast experience sailing on Pensacola Bay, would be an excellent reference to learn any particulars of the local conditions.

Pensacola Yacht Club is a 100+ year old club situated on 22 acres of land. The Club has ample room for cost-free parking of cars, vans, trailers, and boats. We have a hoist and ramp in our protected marina, as well as a hard sand beach for launching smaller boats and boards. Local Scots do launch from the beach, but for this regatta we will haul the boats daily and tractor the trailers to parking spots along the grass near the marina, close enough for the easiest possible re-launch the next day.

At PYC, we are all looking forward to hosting the Flying Scot family! Should you have a question or comment, please don't hesitate to get in touch. I can be reached by email at: tomracechair@gmail.com, or by phone or text at 850-572-6727. ▲



My History as a Scot Owner and the Day I Really Learned to Sail

By Nicky Pleass, FS#4667, Prairie District

My family have owned a Scot for most of the time since 1978. Sandy Douglas happened to be at the Havre de Grace Marina in Maryland when we were on the verge of buying a used 24' Herreshoff. We ended the day having ordered a brand new Scot (#2667). Sandy was a good salesman! Living in Pennsylvania, Havre de Grace was our nearest open water and we kept *Tela* there, sailing her with the several other Scots locally docked, and racing her up and down the East Coast or at Deep Creek near the Scot factory. The crew was always my husband, myself and our older daughter, Anne. Our younger daughter, Susan, much preferred horses.

But let's back up a bit and fill you in on our earlier sailing history. My husband, Mick, and I were both born in 1932 in England. He was brought up in Cowes, home to the first America Cup, and he participated in the Sea Scouts. In other words, he was brought up to sailing, while I wasn't introduced to the sport until we met as students at the University of Southampton. At that time he owned a 14' East Coast Sharpie which we would sail on Southampton Water and the Solent. We even became engaged during a capsize while sailing from Cowes to Portsmouth. Passing over a sandbar with breaking waves, over we went. While I was swimming after paddles, my husband-to-be was much more concerned about a film canister bobbing around. The canister when retrieved was opened up while we were still in the water - it held my engagement ring.

After graduating from college, we



The author in her red hat.

moved to Reading, England where our two daughters were born. We didn't own boats for a number of years, but did charter, often sailing to France or the Channel Islands. In 1959 we moved to Ottawa, Canada, and Mick actually built a sailing boat out of packing cases - the first sailboat in the newly formed Gatineau Sailing Club. The Club still exists to this day, perhaps not the packing case boat.

Subsequent moves to New Jersey and then Pennsylvania bring us to the time of buying that first Scot. She was sold in 1973 and we moved up to a 46' steel ketch designed by Phillip Rhodes. We did a circumnavigation of the world in *Gouden Draak* over the next 3 1/2 years with our two daughters, who were then 14 and 16 respectively.

All this time, I could be described as 'a frightened female', whenever bad weather came up. Our older daughter,

Anne, was much more reliable!

Keeping *Gouden Draak*, we returned to live in Havre de Grace in 1976, my husband securing a position at the University of Delaware. We each bought a Banshee (similar to a Laser) and started racing against each other! Finally I overcame my fears of sailing when the marina transported many Banshees, mine included, to a regatta in Baltimore harbor. That first Saturday the winds were really blowing. Was I going out on my Banshee when the start was 2 miles down the harbor? NO WAY! I sat out the day on the dock. Sunday was much calmer so off I went, only to have the race postponed while a large merchant ship was leaving her dock. By the start of the race that wind had come up again. Big decisions. I would have to sail the couple of miles back to the dock anyway, so with a big gulp I decided to go for it. I capsized numerous times but I won my division and still have the Captain Currey Rigging knife to prove it. That was the day I finally learned to sail.

Soon after this experience, I started the Havre de Grace Sailing School, What boats did I choose for instruction? Flying Scots, of course. The school grew and I ended up with 4 used Scots and a very loyal team of instructors, all certified by the ASA. One of the courses was for 'reluctant first mates'. Feeling I had empathy for those suffering individuals, I liked to take that course myself.

When my husband was ready to retire in 1989 we decide to move out west. The sailing school was sold and is still running under the name of Baysail. On the drive out west we swung by the Flying Scot factory and bought another brand new Scot (#4667) from Harry



Lake Pend Oreille, Idaho



Above: Nicky's husband, Mick, brought their Scot to Idaho.



Left, above: Look very closely – there's a Flying Scot in that snowdrift.



Left, below: A lovely afternoon for a sail on Idaho's Lake Pend'Oreille.

Carpenter. We trailered her out to Sandpoint, on the north end of Lake Pend'Oreille in the Idaho Panhandle. The lake is 42 miles long and over 1200' deep in places. There is one other Scot which sails intermittently, but there is no competition for small boat racing. Unfortunately, Mick passed away in 1996, but by that time Anne and her husband had moved out to Sandpoint.

I now race on a Capri 24, but my family and I have fun on the Scot whenever we can. At 87 I am now a 'fair weather' sailor, but I still enjoy taking out my Scot single handed or with friends or family.

As I write this on Mar. 2nd my Scot is almost buried in snow. We have a fairly short sailing season, but enjoy every minute that we can spend on the lake in our Flying Scot. 🚤

What's in a Name?...

Boat Names from Another Shore

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

My sweet mother-in-law has reached an age where she no longer hides her amazement at people's fashion sense. "Did she even LOOK in the mirror before leaving the house this morning?" she'll ask me, in a clear, carrying voice, pointing a finger in case anyone doesn't know who she means.

For decades, she's snapped photos at doings at the sailing club — sometimes for the express purpose of documenting questionable outfits.

I can appreciate the impulse. Camera in hand, image captured. Same with boat-names. I don't know about anyone else, but this kind of thing (U-Neve-No) makes me cringe. (She said, gazing through the viewfinder of her camera and taking the shot.) *Shutyor Piehole?* Really?

There's doubtless a story that explains the boatowner's spelling and phrasing choices. Perhaps it's a powerboat thing?

To be fair, I once raced on a Morgan 24 that my friend Tammi had re-named "*Whatcha Looking at, Butthead?*" simply for the pleasure of checking in by radio at the start, so I have no business being intolerant.

Judgement aside, I'm always interested in hearing the story behind the name of a Flying Scot — and retelling it. Drop me a line at aslinton@aol.com or catch me at the next regatta! 🚢

Have a story behind the name of a Flying Scot? Drop me a line at aslinton@aol.com or catch me at the next regatta!



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

Scots on the Rez in Art

By Jim Leggette, FS#1518, Dixie Lakes District

One of the many things that has led us, and kept us involved in sailing is its beauty, which takes many forms. It can range from a calm late afternoon sunset, the intensity of skilled competitors working hard to get the most they can from their boats, or the challenge of the elements in heavy air or when storms strike.

Last October over thirty Flying Scot

teams traveled from 12 states to enjoy the fall in the Deep South, spend some time with their sailing friends, and to race a little bit. Several Jackson, Mississippi artists were inspired by our sport and have used their creative energies to capture what they witnessed at the 2018 Flying Scot Wife Husband regatta.

Photographers Eli Bayless and Kaitlin Mullins were on the water (and off) capturing nearly every aspect of the regatta.

(Thank you to the Jackson Yacht Club members who contributed so we could hire these two professionals). Those who competed were given access to the photographs for personal use. Some these images have been become profile pictures for social media and no doubt some have been printed and framed. One team even used one of Eli and Kaitlin's images for their Christmas card. In addition, their work was on the cover of *Scots n' Water*

Photos: Elijah Bayless/Media



Photo: Elijah Baylis Media



and throughout the issue that reported on the regatta (S'n'W issue 62-5). Their photographs both captured the serenity of sailing as well the intense action.

The water has always been a favorite subject for painters. Several Jackson area

painters inspired by the Wife – Husband regatta have captured the feeling on canvas. These artists donated their work to the annual Jackson Yacht Club Mardi Gras Drawdown, the major fund raiser for Community Sailing on the Rez, a lead-

ing sponsor of the regatta. Thanks to their generosity, and that of others, a new sailing education center will become a reality at the club later this year.

One of the artists who donated her work for the drawdown is Sunny Palmisano,



Scots captured in watercolor by Jacqueline Ellens.

owner of Watercolor Portraits by Sunny. She works most often in watercolor and can take a photograph and make it come to life. She specializes in pet portraits, but has tackled other subjects as well.

Yet another Jackson artist, Jacqueline Ellens, donated her creative energies by

providing Community Sailing on the Rez a watercolor inspired by the Wife – Husband Regatta. Some of her work is shown here. In addition to being an artist, Jacqueline owns Southern Breeze gallery, which features her work and that of other artists.

Through art, we express ourselves

by capturing both beauty and emotions... not unlike sailing. All mediums of art provide a way to share the heart and passion of sailing. For those who do not sail, art may capture their interest and convert them into sailors. So when you have a chance, take someone sailing...especially an artist! ▲



Above, and right: Watercolor paintings by Jacqueline Ellens, Southern Breeze Gallery.

Below: Painting by Sunny Palmisano - Watercolors by Sunny.



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.

1391 – Douglass; 1968; **\$5,500.00**; Charles Ford Quakertown, PA; 610-761-5663; fordeck@msn.com

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

1790 – Douglass; 1970; **\$2,500.00**; Goreville, IL; bills33950@yahoo.com

2052 – Douglass; 1971; **\$12,500.00**; Robby Brown Miami, FL; 727-776-0818; robbij24@gmail.com

2080 – Douglass; 1972; \$7,800.00; Amy Larkin Flowery Branch, GA; 404-414-4740; amywllarkin@gmail.com

2581 – Douglass; 1974; **\$3,000.00**; Eastern, MA; 781-929-2824; johanntag@gmail.com

3430 – Douglass; 1979; **\$4,500.00**; James Titus Asheville, NC; ashevillesailingclub@outlook.com

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

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

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

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

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

4728 – Douglass; 1991; \$7,700.00; David Cioni Delavan Lake, WI; 312-656-9143; dcioni@tds.net

4918 – Flying Scot, Inc.; 1993; **\$7,300.00**; Lake Lanier, GA; carrerafun@gmail.com

5193 – Flying Scot, Inc.; 1998; \$8,750.00; Contoocook, NH; apdendobe@aol.com

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

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

5440 – Flying Scot, Inc.; 2001; **\$10,000.00**; Nick Chicoutimi, Quebec, CA; 418-820-7306; n.riverin@inter-cite.com

5523 – Flying Scot, Inc.; 2003; **\$5,500.00**; Ed Steinman Long Beach Island, NJ; easteinmen@gmail.com

5622 – Flying Scot, Inc.; 2004; **\$11,999.00**; Sanford, FL; rjpawlowski@aol.com

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

5694 – Flying Scot, Inc.; 2006; **\$11,000.00**; Edgewater, MD; david@selbybay.com

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

5860 – Flying Scot, Inc.; 2009; **\$11,000.00**; George Irving Canyon Lake, TX; 830-313-8909; irvinggw4@gmail.com

5931 – Flying Scot, Inc.; 2010; \$14,000.00; David Whittle Little Silver; 920-366-4225; davidwhittle654@gmail.com

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

6125 – Flying Scot, Inc.; 2017; \$19,995.00; Ray Laguna Orlando, FL; 407-257-0992; raylaguna5@gmail.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



FS#5502 – Built in 2002 – **\$11,900.00** - Ivory hull and deck with red waterline. Basic race rig with 1 set of used Mad Sails (main, jib and spinnaker) and 1 used Mad main. All lines are in excellent conditions. Accessories include mooring cover, adjustable tiller extension, rudder lift kit, tiller tender, anchor with line, paddle with holder, and throwable cushion. Aluminum trailer in fair condition. There is a 5 year limited warranty on the boat. **Call the factory today at 800-864-7208 or visit our website at <http://flyingscot.com/usedboat.html> to learn more.**



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

STARTING LINE Calendar Of Monthly Events (FROM JULY 2019 TO OCTOBER 2019)

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Regatta: 2019 NAC at Pensacola Yacht Club
 Pensacola, FL • Date: 07/13/19 - 07/18/19
 Info: limerun@gmail.com</p> <p>Regatta: 2019 Deep Creek Yacht Racing Association Women's and Junior Regatta
 District: Ohio • State: Maryland • Date: 07/13/19
 Info: gfmeehan@gmail.com</p> <p>Regatta: 2019 New York Lake Districts at Skaneateles, NY
 District: New York Lakes • State: New York
 Date: 07/26/19 - 07/28/19 • Info: rjeppel@gmail.com</p> <p>Regatta: 2019 New England District Championship
 District: New England • State: Massachusetts
 Date: 07/27/19
 Info: edward.jeffries63@gmail.com</p> <p>Regatta: Sandy Douglass Memorial Regatta
 District: Ohio • State: Maryland
 Date: 07/27/19 - 07/28/19
 Info: tgscannell@gmail.com</p> <p>Regatta: 2019 114th Annual Ephraim Regatta
 District: Midwest • State: Wisconsin
 Date: 08/03/19 - 08/04/19
 Info: ephraimregatta@eyc.org</p> | <p>Regatta: 2019 Saratoga Lake 33rd Annual Invitational
 District: New York Lakes • State: New York
 Date: 08/09/19 - 08/11/19
 Info: pseidma1@nycpar.rr.com</p> <p>Regatta: Fishing Bay Yacht Club 80th Annual One-Design Invitational
 District: Capital • Date: 08/10/19 - 08/11/19
 Info: dcyotte@yahoo.com</p> <p>Regatta: 2019 Women's NAC at Massapoag Yacht Club, Sharon, MA
 Date: 08/16/19 - 08/18/19
 Info: dianekampf@charter.net</p> <p>Regatta: Crystal Ball Regatta
 State: Michigan • Date: 08/24/19
 Info: kldavis1726@yahoo.com</p> <p>Regatta: Rehoboth Bay Sailing Association Annual Invitational
 District: Capital • Date: 08/24/19 - 08/25/19
 Info: dcyotte@yahoo.com</p> | <p>Regatta: Scots on the Rocks
 District: Carolinas • State: South Carolina
 Date: 08/31/19 - 09/01/19
 Info: r98gaskin@gmail.com</p> <p>Regatta: 2019 Massapoag Yacht Club 70th Annual Regatta
 District: New England • State: Massachusetts
 Date: 09/06/19 - 09/08/19
 Info: dianekampf@charter.net</p> <p>Regatta: 2019 Wife Husband at Corinthian Sailing Club, Dallas, TX
 Date: 09/13/19 - 09/15/19
 Info: 9abcummings@gmail.com</p> <p>Regatta: BSC Leukemia Cup
 District: Dixie Lakes • State: Alabama
 Date: 09/14/19 - 09/15/19 • Info: wadesail@att.net</p> <p>Regatta: 2019 Atlantic Coast Championships
 State: New Jersey • Date: 09/21/19 - 09/22/19
 Info: fs5516@yahoo.com</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

continued on back page

NEW MEMBERS

Capitol

Boat# 5892 / Fleet# 160
Dan Kilgore
Locust Grove VA

Boat# 5201 / Fleet# 185
Thomas Richardson
Weems VA

Carolinas

Boat# 3669
Scott Bogue
Browns Summit NC

Boat# 4125 / Fleet# 126
Rob Easton
Greensboro NC

Greater New York

Boat# 5830 / Fleet# 177
Laurie DelBene
Ridgefield CT

Boat# 5931 / Fleet# 202

Dan Walsh
Cinnaminson NJ

Michigan-Ontario

Boat# 2017
Robert Ouellette
Fenton MI

Midwestern

Boat# 2130
Calvin Guthrie
Belleville IL

Boat# 6078
James Hinchee
Peoria IL

Boat# 0449
James Strubhar
Bloomington IL

New England

Boat# 2112
Gerard Amrhein
Natick MA

Boat# 6182
William Looney
Duxbury MA

Ohio

Boat# 2358
Tom McCollister
Stongsville OH

Pacific

Boat# 4503
Randal Bradshaw
Vancouver WA

Boat# 2127 / Fleet# 186
John Landefeld
Kennewick WA

Southwest

Boat# 6171
Darlene Beeson
San Antonio TX

Boat# 4115 / Fleet# 23
Laurie Berger
Dallas TX

Boat# 5756 / Fleet# 133
Steven & Dodie Gomer
Peoria IL

Boat# 4599 / Fleet# 133
Gregory Hamilton
Little Rock AR

Boat# B789 / Fleet# 133
Steven Mckee
Little Rock AR

Florida

Boat# 5179
Scott & Laura Marriott
Orlando FL

Dixie Lakes

Boat# 5073 / Fleet# 111
Pamela Burke
Duluth GA

Boat# 3020 / Fleet# 118
Stan Graham
Quitman GA

Boat# 4305 / Fleet# 118
John Howland
Vestavia AL

Boat# 4371 / Fleet# 118
Christian Rogers
Birmingham AL



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

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
5658cumplings@gmail.com

STARTING LINE *Continued From Page 22*

Regatta: Scot -A-Hoochee

District: Dixie Lakes • State: Georgia
Date: 09/21/19 - 09/22/19
Info: fscotfleet111@gmail.com

Regatta: Glow II Regatta at Clinton Lake

District: Midwest • State: Illinois
Date: 09/28/19 - 09/29/19
Info: debaronson@nasw.org

Regatta: 2019 Fontelieu One Design Regatta

District: Greater New York
State: Connecticut
Date: 09/28/19 - 09/29/19
Info: fs5516@yahoo.com

Regatta: BSC Great Scot Regatta

District: Dixie Lakes
State: Alabama • Date: 10/05/19 - 10/06/19
Info: wadesail@att.net

Regatta: 2019 Roger Punzi Invitational

District: Greater New York
State: Connecticut
Date: 10/05/19 - 10/06/19
Info: fs5516@yahoo.com

Regatta: Hospitality Regatta and Gulf Districts - Jackson Yacht Club

District: Gulf • State: Mississippi
Date: 10/26/19 - 10/27/19
Info: jim.leggette@gmail.com



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