

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

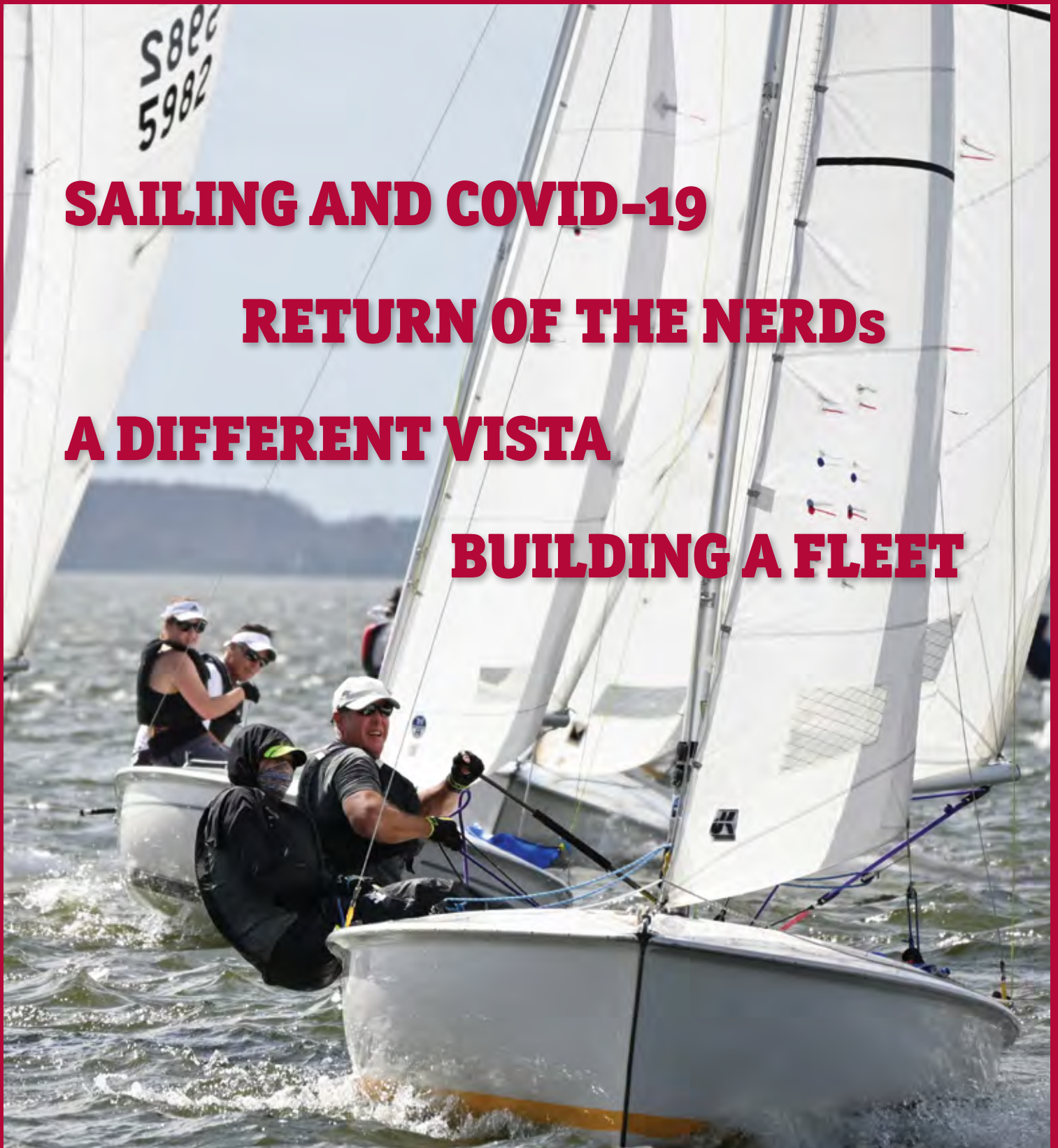
VOLUME 64 | NUMBER 2 | 2020

SAILING AND COVID-19

RETURN OF THE NERDS

A DIFFERENT VISTA

BUILDING A FLEET





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

The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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Cover Photo: Juan and Monica Gaitan lead a pack around the weather mark at the George Washington Birthday Regatta. Photo by John Cole Photography





In The Era of Covid-19

Bill Dunham, FS#5601



I hope that everyone is staying safe and healthy. In these challenging times of solitude and isolation, it is important that we find positives which can help us to overcome the questions and doubt that can arise. I encourage you all to be mindful, to find ways to exercise (body and mind), and to maintain connections (even if only virtual) with family and friends. As I learn about the pros and cons of virtual teaching, and cope with my athletes' emotional response to losing their season, I have come to understand the necessity of remaining in touch with one another, and with displaying care for how others are dealing with this virus.

I had planned to write about the value of liability insurance for your boat, as many clubs around the country are starting to require coverage for members and competitors, but the recent developments involving Covid-19 outweigh boat insurance concerns. I will delve into that topic in my next message.

The virus mandated the cancellation of the Midwinters in Fort Walton. The decision weighed heavily on the members of the Executive Committee, but was unquestionably the right one to make. Additionally, the Executive Committee is carefully watching the ever-changing con-

ditions and discussing upcoming events with hosts. Obviously we are currently in a holding pattern, but as much as we want to get out on the water, our members' well-being is our primary concern.

However, there are steps that we have taken to try to assist members in these challenging times. We helped Fort Walton return full refunds to those who registered for that event, and Fort Walton and FSSA created letters to assist, if needed, sailors in receiving refunds from their housing arrangement. We are pleased that Fort Walton is going to host the 2021 Midwinters, as the regatta chairs have been outstanding throughout the process and demonstrated their strong desire to do what is right for those who they knew would be disappointed in not being able to head south and compete.

Diane Kampf's outstanding work in developing our new website has resulted in the production of a site that we can visit when we want to reflect on positive days to come. Additionally, FSSA is currently running a raffle (two boats this year!) to raise funds for the Flying Scot Foundation. In addition to getting two new boats into the Flying Scot class, we hope that the raffle produces positive thoughts for us all. When the tickets are sold we are going to have the drawing live, with virtual access,

so that everyone can participate.

Most importantly, I have found that connecting with Flying Scot friends is a refreshing change from the news that bombards us on a daily basis. Reflecting with a friend about a memory from a sail or a regatta, or just recalling on a day on the water with someone else who understands the pleasure we all experience when sailing, is therapeutic. There are many ways to "see" one another and let's use them to stay connected.

To conclude, I encourage you to take advantage of the time to complete a project on your boat that you have not had a chance to start or finish. I have found that doing so raises my spirits and inspires hope regarding what is to come. As a coach and teacher, I encourage you all to follow an exercise routine so that when the sailing begins we are all ready to go.

I wish you all the best throughout these trying times. Take care of your families, stay in touch with your friends, and most importantly, take care of yourselves. Please, follow the suggested guidelines about how we interact with one another to help reduce the spread of the disease.

Together we can get through this time of uncertainty. Reach out to a fellow sailor and talk about the passion we share.

Take care and see you on the water! ▲



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

Raffling Off Two Brand New Boats!

By Diane Kampf, FS#6130, FSSA Web Editor

So, FSSA is raffling off 2 new Flying Scots, and a “boatload” of other really neat prizes. Of course the 2 Grand Prizes will have Flying Scot Inc. building 2 brand new, custom-built, race-ready boats worth over \$27,000 for our 2 lucky winners. And the other prizes will be gift certificates valued from \$200 – \$1,000! The winners will have the choice of gift certificates from our long time sponsors - Flying Scot Inc., MAD Sails, North Sails, Schurr Sails, Quantum Sails, Rooke Sails, Ullman Sails, Coral Reef Sailing Apparel, Annapolis Performance Sailing, Sailors Tailor and West Marine. So, for example, if you win the \$1,000 prize, you can choose from any of these vendors.

The proceeds from the raffle will go to

the Flying Scot Foundation – the fund that helps ensure the future of Flying Scot sailing. You can read more details about the Foundation on FSSA.COM to see how it could benefit your club or your sailing program.

Meanwhile, back to the raffle! We started on March 25, 2020, and we are selling just 360 tickets at \$150 each. The odds of winning are pretty good. We planned to have the drawing at the NAC this summer, but due to the COVID-19 emergency, we decided to have the drawing on June 1, 2020, or whenever the tickets are all sold, whichever comes first. In the first 2 weeks we sold $\frac{3}{4}$ of the tickets, so by the time you read this we will have picked the winners! Since we are in the midst



of the COVID-19 emergency, we can't be together for the actual drawing, so we will do it using an online conferencing tool so we can all watch the tickets being drawn.

I hope you bought a ticket and may the luckiest 2 people win! Thanks for your continued support of FSSA and Flying Scot, Inc. Maybe the next story will be about you and your new boat! ▲

During COVID-19 Pandemic: the Sailing Community Comes Together

By Diane Kampf, FS#6130, FSSA Web Editor



As many of us were preparing for the 2020 Midwinter Championship in Ft. Walton Beach, Florida, the silent enemy known as COVID-19 swooped in and wreaked havoc on all of our lives. It quickly escalated into a national and international emergency – schools were closed, non-essential businesses were shut and eventually most people were in a stay-at-home situation, practicing physical distancing and wearing face masks when they needed to be out and about. Thousands of people have become very ill and many have died from this very contagious disease.

In early March, sporting events including major sailing events, were being cancelled or postponed and The FSSA Executive Committee held an emergency meeting to decide what we needed to do about the Midwinters. With no real choice, we all sadly agreed we had to cancel. While there were

Continued On Page 22

A Different Vista

From the Decks of a Recreational Sailing Program for Blind and Visually Impaired Students, Pleasant Bay Community Boating, Cape Cod, Massachusetts

By Natalie Coleman-Fuller and Pam Groswald



Just the right touch- A visually-impaired student relies on her sense of touch to nudge the main halyard lock into place.

Now in its fourth season, the Blind and Visually Impaired Sailing Program at Pleasant Bay Community Boating (PBCB) has found its sea legs. True to its mission of making boating, marine education, and environmental stewardship affordable and accessible to all, PBCB responded to a growing need in the community by developing a sailing program to reach new and seasoned sailors who are blind or visually impaired (VI).

In a successful collaboration, several vibrant, blind/VI community leaders joined forces with PBCB to train volunteer guides, develop a new sailing curriculum, and implement sailing instruction in PBCB's fleet of 15 Flying Scots.

Each sailing season begins with guide training in the parking lot, followed by guiding practice along a wooded path, down the rickety dock*, and into the cockpit of a Flying Scot. Along the way, friendships are formed over the guides' verbal descriptions of the obstacles and

the bravery shown by the adventurous, blind/VI students.

After orienting these sailors on the Flying Scot, it is not long before the students are able to rig the boat, hoist the mainsail, and ready the boat for an afternoon voyage, without much help from the instructor. Once underway, the instructors orient the students using descriptions of an analog clock, with 12:00 being the bow. Thus, when sailing on a starboard reach, the students learn that the wind blows on the right cheek

and ear from the direction of 3:00. When the boat is steered to a broad reach, the wind tickles the right back side of the neck, from the direction of 5:00. Sailing upwind involves not only a feel of the tiller and the sound of the luff, but also the sensation of the breeze on the side of the nose, blowing from the direction of around 1:30 to 2:00.

The Blind and Visually Impaired Sailing Program has nurtured amazing connections of avid sailors to an enthusiastic community of learners. In addition, many sighted instructors report a heightened awareness of all their senses while under sail, which enriches their own experiences on the water.

From the Vantage of Pam Groswald, a student in the Blind and Visually Impaired Sailing Program

After many years of sailing, and the loss of my husband, I thought that my sailing days were over. However, thanks to PBCB and their incredible volunteers, I am now back on the water sailing with a group of visually impaired, but like-minded sailors, in Flying Scots and Catboats. Our boats are donated and refurbished by staff volunteers, and our sighted guides and instructors come from PBCB and other local yacht clubs. This is a program especially well-suited to Flying Scots. These boats hold several people comfortably, they are sturdy and easy to rig, and can be used with or without a jib depending on the level of the new sailors. Sadly, we are not yet at a level of using spinnakers; but there is always hope, and we are progressing. Pleasant Bay is a wonderful bay in which to sail. We use our faces to “see” the wind and align our bodies to the center point of the tiller.

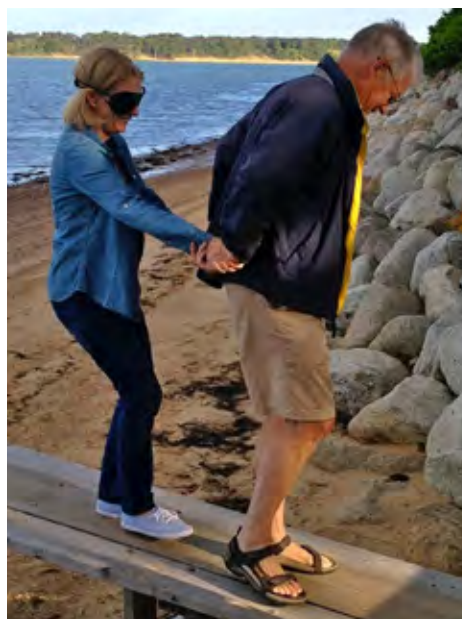
Many of our “challenged” sailors have to learn everything from scratch, while also learning a new language, which can be both amusing and frustrating. So the staff has worked hard to develop a new handbook, which puts all of our nautical terms on the same page. In turn, our new sailors are attempting to teach our sighted guides how to actually guide us. Saying “over here” just doesn’t work if you don’t see where “here” is!

This past summer we even attempted a

man overboard exercise. It was the end of the summer, our teenage instructors had all gone back to school, and our senior instructor wanted to “try it out”. I was at the tiller, my sailing mate was frozen in place, and the man overboard was a life vest. The vest survived, but with a few bumps to its head, and we all had a good laugh, especially my teammate who was still recovering from the fear that he was the one actually going overboard.



Carla Burke orients the “class mascot” (a red gnome) to its first trek on a Flying Scot.



PBCB board president, Ted Baylis, practices guiding techniques as he leads his wife, Kim Baylis, down the narrow planks of the dock.

To say that I am grateful for this opportunity to be on the water again is an understatement, and I can’t thank enough the people that donated the Flying Scots and gave of their time to let us sail them. My only wish is that other clubs would do the same.

**Please go to www.pccb.cc to learn more about PBCB or donate funds to help replace the ‘rickety dock’ with an ADA-approved pier. ▲*



PBCB instructor, Annie Lubin, teaches the wind clock to Carla Burke, student and founder of the Blind and Visually Impaired Sailing Program.



Instructors and students hoist the mainsail.

Building A Fleet at Clinton Lake

By Eric Bussell, FS#6135, FSSA Publicity Director

At Clinton Lake, Illinois, our entire fleet has bought into the importance of fleet building. Sailing is more fun with more boats and more friends. We don't need to tug at anyone's heartstrings to convince them to support our cause because fleet building does not feel like "work". Collaborating as a team has given everyone ownership of our success. How did we get here?

When I started sailing at Clinton Lake in 2011, I was excited to join a fleet with 7 other Flying Scots. The next year I volunteered to register new sailors at our open house, but nobody showed up. By the end of 2012, there were only 5 other boats in the fleet (only 4 active) because there weren't any locals interested in Scots. Thankfully, we had a very energetic Fleet Captain - Deb Aronson - who convinced me to participate at other regattas. I traveled to Ephraim in 2011 and then sailed at the 2012 NACs at Carlyle Lake. While at the NACs I attended a FSSA fleet building workshop and heard some great ideas. I began to imagine what it would be like to have a thriving Flying Scot fleet. Together with Deb's husband, Ben, and my dad, Rod, we decided to put some of those ideas into practice. They worked; our fleet has tripled in number, and in 2020 we hope to surpass 20 local boat owners. While there is no one-size-fits-all approach to fleet building, I'm sharing the details of our program in hopes it might inspire some ideas that might work at your club.

CASUAL WEDNESDAYS

Casual Wednesday is Fleet 135's signature fleet development activity. Casual Wednesdays serve as a powerful pipeline for crew, skippers and race committee volunteers. Every Clinton Lake Sailing Association (CLSA)

but not have sailors assigned to their boat are still encouraged to show up and sail. When demand exceeds capacity, we assign the extra sailors to the race committee boat. We always seem to get a cancellation or two at the last minute, so people originally assigned



member is welcome to sign up and participate. There is no additional participation fee. Interested folks simply respond to the weekly invite and show up. Boat assignments are emailed on Wednesday morning and we assign up to three sailors per boat, strategically matching experienced sailors with newbies for maximum learning and fun. Boat owners appreciate the influx of new sailors almost as much as not having to find crew in the middle of a busy work week. Boat owners who RSVP agree, by default, to allow the program coordinator to assign crew to their boat. Scot owners who want to sail

to the race committee boat usually end up sailing. If they don't sail, they get an orientation to our race committee boat and will be better prepared when they volunteer for race committee assignments on the weekends.

CAMARADERIE IS KING

Some people argue that the best thing about Wednesdays is the socializing after the sailing. One volunteer will bring some salty snacks and a few extra cold beverages for our guests. The boat assignment process contributes to the fun because we make it a point to match sailors who've not already sailed

together, so more people get to know each other. We always have a great social scene at our club, but there is something extra special about the informal and laid-back vibe of Wednesday nights, and we make darn sure everyone knows they are welcome.

FLEET DEVELOPMENT BOATS/FLYING SCOT FOUNDATION

We have multiple fleet members who will buy a second starter boat, make it race ready, and sell it to a new fleet member. Until they are sold, these boats add capacity so more people can sail with us on Casual Wednesdays. Since these boats are attractive and do not require any repairs or major upgrades, the people who sail on them fall in love with the boat and eventually buy one. By that time, we usually have other starter boats lined up to replace the boat we're selling. In 2019, members of our fleet joined together to create a 501(c)(3) organization to replicate the fleet building model and create a self-sustaining program so we do not have to rely on the generosity of a few fleet members. We received a \$4,000 grant from the Flying Scot Foundation to help get started. The money allowed us to form the entity, buy insurance, and acquire a boat. Since its inception, we've accepted a Flying Scot as a donation and another cabin boat valued at \$9,000 that we plan to sell in 2020. Thanks to the generosity and support of the Flying Scot Foundation, we have another happy Flying Scot owner in our fleet with many more to come. I hope to figure out how to best leverage the 501(c)(3) in 2020 and share our findings with the Association ahead of the 2021 season. Stay tuned!

SOME STRINGS ATTACHED

We are careful to restrict the sale of fleet development boats to sailors already active in our Flying Scot sailing programs. After spending considerable time on the road and in the garage getting these boats race ready, we grow attached. We can't stand the thought of one of these boats sitting on the shore and not out on the water

on Wednesdays. In exchange for our fleet discount, new boat owners are generally happy to agree to loan us their boats on Wednesdays when they don't make it out to the lake. More importantly, the new owner agrees to sell the boat back to the original seller at the original purchase price if they plan to retire from the sport or move away. If a new fleet member prefers to buy a boat with no strings attached, we will gladly help them find the right boat for them and get it race-ready.

FREE SAILING LESSON

Fleet 135 offers free sailing lessons to adults. On Casual Wednesdays, we dedicate one skipper and one boat to welcome new sailors. Using this approach, we can accommodate four free lesson participants every week. Our goal is not to teach them how to sail, but to provide them an amazing experience and encourage them to join the club and come back out next Wednesday, and the Wednesday after that. We give them a short safety briefing after they arrive at the lake and take them straight to the race course. If all four free lesson registrants show up, we'll ask two of them to start on the race committee boat and we'll switch crews between races. Those on the race committee boat have a great vantage point, and get plenty of helpful insight from the experienced fleet member operating the race committee boat. There is very little stress in offering a "free" lesson and hardly any pressure to deliver value when the wind is too light, or someone doesn't get to spend the entire evening on the Flying Scot. If we feel they didn't get a great experience because of the wind or rain, we'll invite them back out to try it again with no strings attached.

ADULT SAILING SEMINAR

Inspired by the Carlyle Sailing Association, we're introducing a Learn to Sail weekend, featuring the Flying Scot, at the start of the 2020 season. Membership is included in the price. We have 10 instructors and plan to introduce 20 new sailors to the club and hopefully to our fleet. We're going

to try this out and see how it works. We make it a point to try something new every year and continue to adjust our program as our fleet grows and evolves.

FACEBOOK AND MAILCHIMP

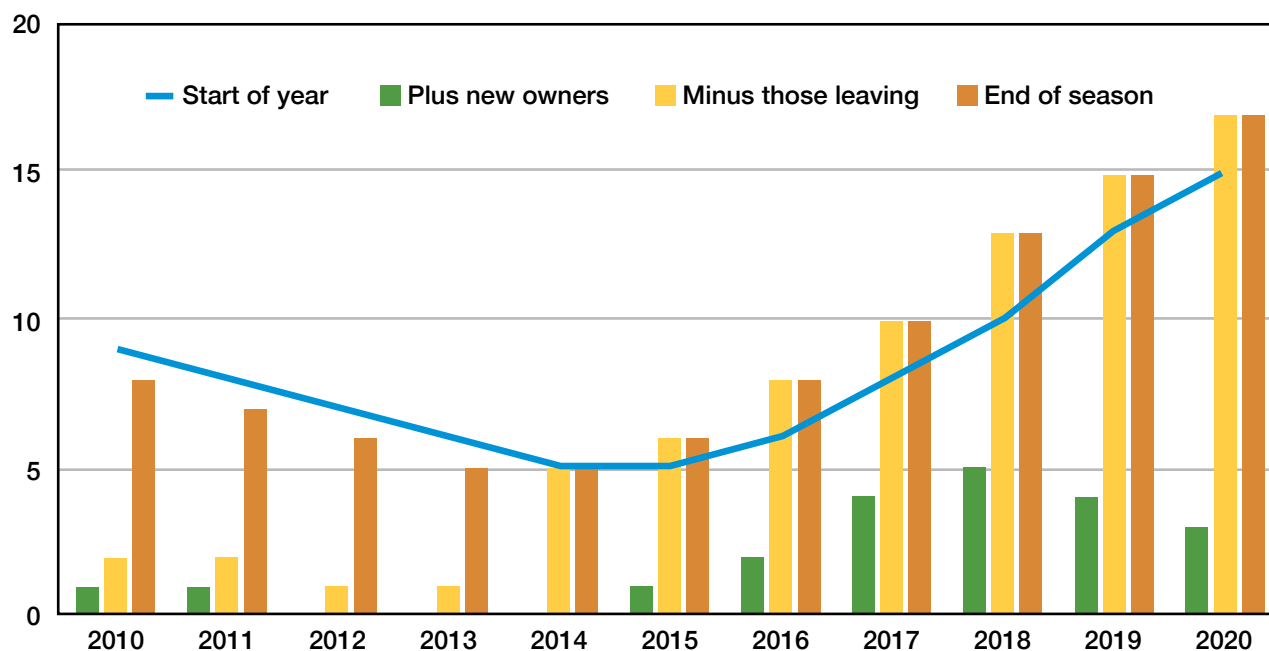
In 2019, Fleet 135 spent \$145.31 advertising on Facebook. Almost nine thousand people saw our Free Sailing Lesson events on their Facebook feed. We had more than 50 people sign up for free lessons. While many of these lessons were cancelled because of weather in the first half of the season, 8 new people, who'd had a free lesson, joined the club and were added to our active Wednesday night sailor roster. If the weather had cooperated we certainly would have had even greater success.

Processing many requests can be work, so we've automated most of the communications using MailChimp. When someone signs up, they are sent links to watch our free training videos before coming out to the lake. They are asked to take our complete safety quiz and sign a release of liability before they arrive at the lake. The morning of the lesson they receive an email with directions and instructions on how to check in and find a life jacket. After the lesson, they receive an email thanking them and providing instructions on how to join CLSA. Thus far this year, Fleet 135 has spent \$195 promoting our Adult Sailing Seminar on Facebook. Eight people have signed up and we are on pace to spend less than 20% of program revenues on marketing costs. Based on our February marketing, we are confident our May advertising will fill the class with 20 prospective fleet members.

ABSOLUTE SUPPORT FOR BOAT OWNERS

We'll teach you how to sail and then we'll teach you sail faster. We'll make sure your boat is rigged and tuned correctly. We can advise you on repairs or upgrades. If asked, we'll take a road trip with you to help you inspect a boat before you buy it. Our Fleet Captain will help you find crew, if needed. Having

Continued On Next Page



a local fleet of experienced sailors to rely on for support provides an incentive to buy a boat, but we are careful not to let our fleet development boat program undermine our fleet development efforts. We make it a point to NOT give non-owners all the benefits offered to a Scot owner. While we often allow non-owners to borrow fleet boats on a limited basis, and give them some say in who they sail with, our first priority is making sure boat owners are taken care of. For example, we will not allow a couple of buddies to borrow a fleet development boat for a sailing event while a boat owner is struggling to find crew. Fleet development boats are further restricted to Casual Wednesdays and weekend races. If anyone could just borrow a boat without restriction, the person we just convinced to buy a \$4,000 Flying Scot might question why she just didn't stick with the free option. Once all of our boat owners have crew, we will happily allow a prospective fleet member or loyal crew member to sail a development boat at a weekend race or regatta.

FLEET MEMBERSHIP ENCOURAGED

We don't require fleet membership status to sail with us on Wednesdays, but we make it very clear up front that we give fleet members priority over non fleet members. It's only \$35 to join

the fleet as a Sustaining Member with the Flying Scot Sailing Association. By joining, the new fleet member is supporting a community that has contributed significantly to the transformational changes that have taken place at CLSA over the past 10 years.

FLEET MEMBERSHIP ADDED BONUS: SMALL BOAT CERTIFICATION

Fleet 135 offers US Sailing Small Boat Certification to new fleet members. This program provides newcomers a structured learning path where they can learn at their own pace by sailing with us on Wednesdays. Our fleet leaders have already been monitoring the progress of our fleet members for years, but making it formal, and marketing it as such, has resulted in immediate success.

CLUB-OWNED FLYING SCOTS DISCOURAGED

First impressions can be important. A boat that is cared for by an owner in our fleet receives better care than most club boats I've seen while visiting other clubs. People don't treat our privately-owned, fleet development boats like a club rental boat because it is owned by a fellow fleet member. Since we're trying to sell them, the entire fleet has a vested interest in keeping them attractive. If something breaks on a boat, the sailor on that boat lets the owner know

immediately, and in some cases offers to help with the repair. When we sell a boat we generally at least break even when we add up the acquisition cost and parts, so we're not afraid to bring a boat up to where it needs to be to be attractive to a buyer.

FREE STORAGE FOR FLEET DEVELOPMENT BOATS

In 2019, CLSA introduced a Fleet Development Boat policy where members are not charged to store their second Flying Scot, as long as the primary use of that boat is to build the club and fleet. The Fleet 135 Fleet Captain may designate up to three boats and make them eligible to receive this storage discount. The owner of the boat cannot designate their primary racing boat as a fleet development boat.

FREE STORAGE FOR SAIL BOATS

In 2019, CLSA introduced free storage for people selling their sailboats, hoping to keep boats from leaving the club. There are safeguards in place to prevent abuse, but this policy has already helped us prevent two Flying Scots from leaving the club!

I hope some of these ideas might help other fleets increase participation and attract new Scot sailors. If you have questions or want more details, please email fleet135racing@gmail.com. 🚢

Return of the Flying Scot NERD

By Dane Kampf, FS#6130, FSSA Web Editor



The dock at the Massapoag Yacht Club, host of the 2020 NERD.

For many years, The Northeast Regional Districts, consisting of the New York Lakes, Greater New York and New England Districts, held a Championship regatta nicknamed the NERD. It would be hosted in one of these 3 districts, much like the Atlantic Coast Championship is hosted in the Greater New York, Capital, or Carolina Districts. The regatta attracted 30-40 Flying Scot teams each year and was always a fun time. The regatta has not been held since 2007, when it was hosted by Fleet 161 at Saratoga Lake Sailing Club.

This year, we petitioned the Executive Committee to sanction the event and we asked the Board of Governors to modify the Class Rules to include the event as a sanctioned event. We are happy to

report that this was approved, and the NERD is now a FSSA nationally sanctioned event.

This championship had a perpetual trophy that was donated by David and Margaret Jacobsen, depicting FS 4619 - Old Blue Eyes - the boat once owned by Margaret and her late husband, John Pridmore. The Jacobsens have agreed to revive the presentation of this trophy, so we will have it for the 2020 NERD.

The NERD will return for 2020 hosted by Fleet 76 at our club, the Massapoag Yacht Club in Sharon, MA, on October 9-10, 2020. We promise a great time and lots of great hospitality. While the NERD is hosted in the Northeast, any FSSA member may enter this event. Come see us in October. We look forward to seeing you there! 🚩



Margaret Jacobsen with the championship trophy.

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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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-Gordon S Douglass

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Flying Scot Sailing with the Special Olympics

By Pete Farrell, FS #5083, Capital District



Racing with Special Olympics can best be summed up as sailing a special boat with special people. As Flying Scot racing goes, Special Olympics racing may not even warrant a footnote. But in my sailing world, crossing the finish line with the Special Olympic athletes controlling the boat means every finish is a championship race.

My wife and I came to sailing in a unique way. When we got married, we agreed that every five years we would do something we'd never done before. Skiing was one of those things, whitewater rafting was another, and we also tried sailing, and that one happened to stick.

My wife and I came to Flying Scots in 1996 after racing a Canadian-built, Tanzer 16 - fun boat, family racing, but we wanted to do more casual sailing. We chose the Scot because there were plenty around our Washington D.C. marina, and we lived close enough to the factory in Maryland that we could visit while the boat was being built. The Deep Creek team could not have been more genuinely welcoming. And fortunately that has not changed.

My sailing experience came from a marital promise, but involvement in the Special Olympics began with my nephew, a Special Olympian golfer. So, when a fellow sailor approached me 12 years

ago about participating in the Special Olympics as a sailing coach, I didn't hesitate. It has turned out to be a great experience. I do it every summer - from the 1st of June through about the last weekend of July. The season culminates with Pirate's Night practice and two big races, one in Virginia and one in Maryland. Pirate's Night 'practice' is devoted to soaking every other boat that comes near, using buckets, squirt guns, whatever.

The local sailing club, Sailing Club of Washington (SCOW), pitches in each week with their fleet of Flying Scots and skippers. All of the athletes have medical challenges so staying dry and safe is a pri-

Continued On Page 22

GWBR Photo Gallery

Back in February, more than 40 teams gathered at Lake Eustis in Central Florida for the 50th annual George Washington Birthday Regatta. The participants enjoyed many of the features that often characterize Flying Scot gatherings: a pre-event clinic at which two of our best skippers (Zeke Horowitz and Jeff Linton) shared their go-fast tips, close racing without screaming or protests, and wonderful post-race food, drink and camaraderie. What no one realized at the time was that, because of Covid-19, this would be the last gathering of the “clan” for the foreseeable future. With deep appreciation for the superb organization of Ariel Harrington, the warm hospitality of the LESC, and the excellent photography of John Cole, here’s a pictorial reminder...



Tony Porterfield and Jim Goempel getting busy at the weather mark.



Regatta winners, Zeke and Jay Horowitz, look back to check on the competition.



Scott & Laura Marriott work to leeward of Dave Moring and Ariel Harrington.

Jeff & Amy Linton (6133) lead from the pin end of the starting line.



A spinnaker with personality! Mark & Michelle Taylor lead Dave Martin and Andi Hoffman.



Lynn & Bill Bruss leading Linda Vitt & John Cassada.



Continued On Next Page



Charlie & Cindy Clifton (5871) launched after the start of race 5.



Dave and Grace Moring, and Ariel Harrington, lead a pack at the weather mark.



The winners: Jay and Zeke Horowitz.



Amy & Jeff Linton, the runners up.

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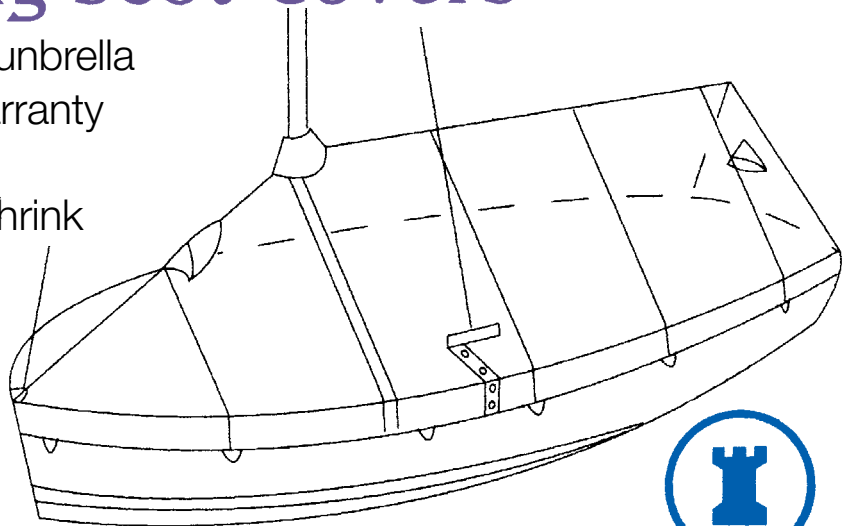
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Taking A Flyer

By Kenneth Sherwood, FS#1632, New England District

“Don’t take a flyer...” must be the one of the most popular bits of advice given to beginning racers, right after “Hit the line with good boat speed” and “Look for clean air.” All of these are good advice. Surely one of the great strengths of the FSSA and the larger community of Scot sailors is the willingness to give helpful advice, and the vast experience that the many Scot sailors bring to their clubs and the class. In my first year as a Scot racer, I remember reading classic articles about spinnaker sets, centerboard trim, vang sheeting and such - only to become aware that some of these classic twenty-year old pieces were written by skippers who were beating me at the starting line on Lake Arthur each weekend.

A casual reader of *Scots n’ Water* could be forgiven for thinking that the Flying Scot is a racing boat and only a racing boat. Yes, we all mention it as family boat or a comfortable cruiser, but perhaps because our racers are also the most avid contributors, you see little of that in *Scots and Water*. I want to take a few paragraphs to share how much I’ve enjoyed taking my flyer (#1632 *Volante*) on the road – not for regattas, but for vacations to other cruising grounds.

As we have family in New England, we often spend a week or two enjoying beautiful sailing weather in Maine or Massachusetts. Our extended family all love the water, so you can see the opportunity here. In the last five years, we have had *Volante* at Provincetown and Eastham on Cape Cod, Massachusetts and in Maine, at the larger inland lakes of Sebago and Long Lake. If you can keep your boat on the water during your vacation week, you’ll

make the most of it. (At our home port at Moraine State Park, we trailer sail like all the racers; but you can pressure wash a week’s growth off a well waxed bottom).

One option is to look for a rental cottage that comes with a mooring ball. At Provincetown, we rented a mooring from Flyers and had free tender service out to the boat at any time (having a VHF radio is helpful for this). In Eastham, we found that one could buy a season mooring permit for a modest price. We purchased a proper mushroom anchor, chain, and buoy for about \$200, far less than I would spend renting a boat for an afternoon or too. On another occasion, we found a shoreside campground (fresh water) that permitted us to anchor the boat just offshore of our site at no cost. We set a stern anchor and tied a long bow line to a tree on shore. We have also found campgrounds with dock sites. In addition to researching conditions via chat groups or Facebook, I’ve also found Google Satellite photos, and even Street View, useful in assessing launch and mooring sites. It’s hard to believe but some people enjoy boats without masts, and they see nothing at all wrong with launch sites that have trees or even power lines overhanging them!

The greatest pleasure of having the boat close during a vacation week is being able to respond to the wind. How often does one drive to the lake because it’s a race day, or simply the only free afternoon of the week, knowing the wind forecast is questionable? I love being able to wake, have a coffee, perhaps do some reading while waiting for the wind to come up and then seizing the moment. So if the wind is minimal on Tuesday, make it a day for swimming and grilling. If the breeze is great on Wednesday, have a sail before

breakfast and again before lunch. Having your Scot on vacation can also provide a great opportunity to share your sailing addiction with others. I’ve had 70 year olds and 7 year olds out for their first sails while on vacation.

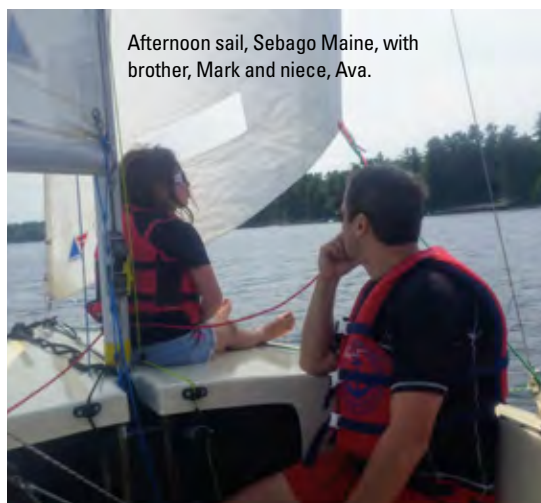
A few additional tips if you take your Scot for a well deserved vacation: do you have a mooring cover that will allow you to board the boat from the water? Consider bringing your back-up sails, then roll the mainsail around the boom and stow it under the seat for the night. Consider launch and retrieval challenges: at Cape Cod, you must attend to the tide schedule. We’ve had to launch and retrieve at a primitive ramp that has no float or even a place to tie up the boat while pulling the trailer. Here our strategy was to briefly beach the boat on a nearby sandbar to get things ready before bringing it to a mooring.

Consider varied winds. Once in Maine it was time to pull the boat and the sun rose with a stiff breeze that only strengthened as lunch approached. The ramp lay 1/2 mile across a dramatically white-capping lake. I’m not sure I’ve ever seen a Flying Scot with reef points in the main, which I understand from a racing perspective, but the ability to reef does make the boat more seaworthy. If you have an older sail, it’s worth considering converting it to a reefable sail. In our case, I am fortunate to have salvaged a pair of old JY15 sails. The JY15 sail area is 135 sq ft as compared to the Scot’s 190. If one raises a JY15 main alone, this cuts the sail area almost in half. With the centerboard half raised, and flying just the JY15 main, we had an uneventful trip back to the launch ramp while fisherman tried to assist Hobie and Sunfish sailors who had been less fortunate.

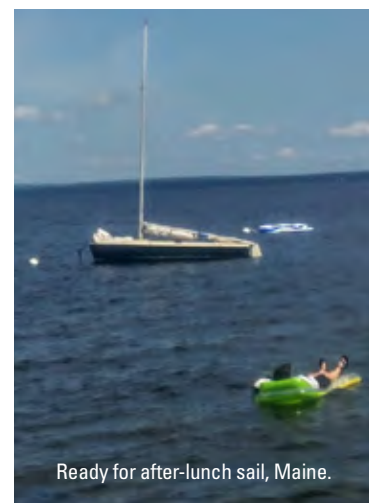
Consider your crew. I have a small, cloth cooler that gets stowed under the stern deck when we are vacation sailing with friends. Yes, it's not ideal weight distribution, but producing a beverage or snack at the right moment can soothe the souls of the youngest and oldest crew. The wisdom of experience, tradition, hard-earned lessons - the Flying Scot class is full of sailors who bring this, sharing generously. I'm not alone in joining the class on the strength of that racing tradition and the energetic health of the Flying Scot Fleet (#80) near my home. But sometimes you have to take a flyer or, in the words of one of my favorite writers, be willing to "march to the beat of a different drummer." Show your family that the Flying Scot is an all round boat, and that sailing isn't just the obsession that takes you out to the lake every Saturday morning from May through August. 🚤



Sailing near Long Point, Provincetown Harbor, with daughter, Cecilia.



Afternoon sail, Sebago Maine, with brother, Mark and niece, Ava.



Ready for after-lunch sail, Maine.



Long Lake vista, catching up on reading.



Shoreline mooring, campground, Pennsylvania with crew and spouse, Dawn,

What's in a Name?...

The Whatchamacallit

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

As it happens, I started writing this occasional column for *Scots n' Water* in part because of Lynn and Bill Bruss of Fleet 13. We met a few years ago when they brought their turquoise *Flying Circus* to the Wife-Husband Championships in Tampa.

The Circus has gone on to make another family happy, but the Brusses have continued to sail with us in Florida. They were the winners of the inaugural Snowbird Series in 2018-2019 (hurrah!), finding cheap flights to and from Chattanooga, leaving a car and their new Scot (#6158) parked near Tampa.

The new Scot. That's the rub. It's a new Scot. *Their* new Scot. But what to call it?

Longtime fans of cruising the British Virgin Islands, Lynn and Bill wanted to salute the best drink of the islands. A list of suggestions from a late-night brainstorming session at the Jeff Penfield regatta's campground in Sarasota appears blurrily in a notebook: *Mr. Painkiller*, *More Nutmeg*, *Cream of Coconut*, *Mo Nutmeg*, *Another One*.

During the 2015 Wife-Husbands at Davis Island YC, District Commodore Mark Taylor's father, Tom "Dad" Taylor positioned himself and his camera on the pin-end boat. Each competitor was

requested to sail past Dad and lay some smoochies on one another before the start of the first race. It seemed like the best chance for a sweet on-the-water photo. That photo of Lynn and Bill appeared on a recent *Scots n' Water* cover (vol.62-5). Years later, this spring, when I approached their boat with a camera in hand, darned if the Brusses

didn't mistletoe up again...They do look adorable!

At the Midwinters, the boat was registered as "Painkiller" but it's still provisional. I humbly suggest "Kiss Cam."

As long as Ned has space and interest, I'll be writing this occasional column about boat names. If you'd like me to share your story, drop me a line! 🍷



More stories to come about boat names as space and *Scots n' Water* permit. If you'd like me to share your story, drop me a line! You can find me at aslinton@aol.com or on my website www.amysmithlinton.com

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3845 – Douglass; 1983; **call**; Mike Eudy; Concord, NC; meudy@vnet.net

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

4118 – Douglass; 1985; **\$4,500.00**; Andrew Resnick; Carlyle, IL; drewresnick@gmail.com

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

4344 – Douglass; 1989; **\$5,900.00**; Phil Scheetz; Coopersburg, PA; 484-280-3293; pscheetz@ptd.net

4586 – Douglass; 1989; **\$4,500.00**; Bill Ross; Lake Norman, NC; 704-564-7418; wbross11@gmail.com

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

4860 – Flying Scot, Inc.; 1993; **\$6,500.00**; Gary Raeker; St. Louis, MO; raekergary@yahoo.com

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

4967 – Flying Scot, Inc.; 1994; **\$7,000.00**; aquabriar@gmail.com

5047 – Flying Scot, Inc.; 1996; **\$8,500.00**; David Beck; Alexandria, VA; 540-847-1484; david.haldeman.beck@gmail.com

5221 – Flying Scot, Inc.; 1998; **\$8,000.00**; Michael Caron; Newbury, MA; michaelwcaron@yahoo.com

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

5322 – Flying Scot, Inc.; 2000; **\$14,500.00**; John; Cincinnati, OH; skipperjohn@fuse.net

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

5616 – Flying Scot, Inc.; 2005; **\$10,500.00**; Joe Todd; 817-675-2531; joemacktodd@yahoo.com

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

5672 – Flying Scot, Inc.; 2006; **\$9,995.00**; Ray Laguna; Orlando, FL; 407-257-0992; raylaguna5@gmail.com

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

5862 – Flying Scot, Inc.; 2009; **\$16,000.00**; Chris Schoendorf; 920-366-4225; cschoendorf@cs.com

6053 – Flying Scot, Inc.; 2014; **\$15,500.00**; Jim Stratton; Altoona, PA; 814-942-0019; jimstratton@atlanticbb.net

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

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naysayers telling us we were overreacting, soon after we made our decision sailing programs at colleges and high schools were cancelled, virtually all other national and world sailing events were cancelled, as were local events for many clubs.

But that has not stopped the sailing community from coming together! Sailmakers everywhere are making masks for health care workers. Flying Scot Inc., has been holding online seminars on topics of interest for Flying Scot sailors. North Sails has been hosting online seminars for several classes, including Flying Scots. Quantum Sails had been holding seminars on many topics. US Sailing is conducting lots of online seminars as well. There are many other examples, but these are the ones that I have attended and they've been great. We all miss our friends. Many of us have found ways to see each other, if only online, until the crisis passes and we can be together again.

The sailing community is the best, and we need to remember how lucky we are to have each other because that's what it is really all about – the people. So, people, stay safe and we hope to see you on the water very soon! 🌊

ority. Flying Scots are an obvious choice.

Special Olympics sailing crews are delineated by the skill level of sailing and racing. At the basic level the athlete handles the jib, they use no spinnakers, and the skipper steers the boat. At the advanced level, my crew's level, athletes control the boat from the starting gun through the finish line. One athlete steers the boat and a second one trims the jib. I divide my crew up so that one of them steers and tacks the boat upwind and the other sails downwind. At the advanced level, if a coach touches the tiller, except in an emergency, the crew is disqualified. And there are never any protests, if you can imagine that!

For the last seven years I've mostly sailed with the same five or six athletes. My crew also includes a safety officer in case of a medical issue. We practice every Monday and have dubbed our vessel *The Happy Boat*. My usual crew, Rose and Jen, are just great. When they gave the awards last year they said, "third place goes to the happy boat." Everybody knew who it was. Rose and Jen are relaxed but excellent sailors.

The athletes are in their typically in their 20's and don't have sailing experi-

ence when they start. I would describe the evolution of the non-sailing Olympians into sailors as a 'gentle process.' Besides teaching the mechanics of sailing, you have to teach them how a race course is set up and how races are run. The key lessons I've learned are to set a clear plan, be very specific with direction and timing, temper how aggressively to sail (mostly my aggressiveness), and most important - let the athletes have control. I am not saying I don't provide plenty of advice - I am sure my crew hears "steer up, steer up" in their sleep - but I try to say it in a calm voice.

Coaches participate in a skippers' meeting every Monday night before Special Olympics practice. The boats can go out in most weather, but the last thing the Commodore says every Monday is, "Skippers, it is up to you if you choose to take your athletes out on the water." It's a good reminder that it's my responsibility to manage how aggressively to sail, and to get my crew back safely. This is when I'm thankful we are sailing Flying Scots. I never worry about getting back safely with my boat and crew. The Scot is just that special kind of boat for these special people. 🌊

STARTING LINE **Calendar Of Monthly Events** (FROM MAY 2020 TO SEPTEMBER 2020)

POSTPONED

Regatta: **Great 48**

Lake Norman Yacht Club, Mooresville, NC

Date: 05/02/2020 to 05/03/2020

District: Carolinas

Info: b@bobmcelwain.com

CANCELLED

Regatta: **Florida District Series #8**

at Upper Keys Sailing Club, Key Largo, FL

Date: 05/15/2020 to 05/16/2020

District: Florida

Info: Laura.marriott.dar@gmail.com

CANCELLED

Regatta: **2020 Buckeye Regatta,**

Hoover Sailing Club, Westerville, OH

Date: 05/16/2020 to 05/17/2020

District: Ohio

Regatta: **2020 Grits 'n Haggis Regatta,**

Keowee Sailing Club, Seneca, SC

Date: 05/16/2020 to 05/17/2020

District: Dixie Lakes

Info: ksceventschair@gmail.com

Regatta: **2020 Roger Punzi Invitational**

Date: 05/30/2020 to 05/31/2020

District: Greater New York

Info: fs5516@yahoo.com

Regatta: **2020 Indy Regatta**

Date: 06/13/2020 to 06/14/2020

District: Midwest

Info: glendris@gmail.com

Regatta: **Glenn Wesley Regatta**

at Lake Nockamixon, PA

Date: 06/13/2020

District: Greater New York

Info: Pscheetz@ptd.net

Regatta: **2020 New England Districts,**

Massabesic Yacht Club, Manchester, NH

Date: 06/14/2020 to 06/14/2020

District: New England

Info: Richobst@gmail.com

CANCELLED

Regatta: **2020 Berlin Yacht Club Regatta**

Date: 06/19/2020 to 06/20/2020

District: Ohio • **Info:** ron2514@hotmail.com

Regatta: **2020 Egyptian Cup - Midwest District Regatta**

Date: 06/20/2020 to 06/21/2020

District: Midwest

Info: bearlinn@charter.net

Regatta: **2020 63rd Annual North Carolina Governor's Cup Regatta**

Henderson Point State Park, NC

Date: 06/26/2020 to 06/28/2020

District: Carolinas

Info: rgmerrill@frontier.com

Regatta: **2020 Women's NAC** at both Deep Creek Yacht Clubs, Swanton, MD

Date: 06/27/2020 to 06/28/2020

District: Ohio

Info: jenmeehan19@gmail.com

Regatta: **2020 NAC**

at Cedar Point Yacht Club, Westport, CT

Date: 07/11/2020 to 07/17/2020

District: Greater New York

Info: Cnperez@yahoo.com

continued on back page

NEW MEMBERS

Capital District

Boat # 5618

David Lambie
Philadelphia PA

Boat # 6179

Daniel C. Lopez
Parkton MD

Boat # 6124

John Meisenhelder
Melfa VA

Boat # 2414 / Fleet # 42

Laura Ryan
Towson MD

Carolinas District

Boat # Z267

Raymond Gresham
Columbia SC

Florida District

Boat # 5672

David Abrams
Orlando FL

Boat # Z258

Paul Beaudry
Fort Walton Beach FL

Boat # 4171

Robert Krentel
Eustis FL

Boat # 6088

Charles A. Rahn
Plantation FL

Greater New York District

Boat # 5477

Bill Adamsen
Wilton CT

Boat # Z559

Peggy A. Jayne
Westhampton Bch NY

Boat # 4873 / Fleet # 175

Susan Jenkins
West Hampton NY

Boat # 4618 / Fleet # 24

Duane Jones
Sandy Hook CT

Boat # 4939 / Fleet # 157

Michael
Simon
Red Bank NJ

Michigan-Ontario District

Boat # 4522 / Fleet # 34

Brian Weber
Fremont IN

Midwest District

Boat # A745 / Fleet # 135

Julie Marriott
Normal IL

New York Lakes

Boat # 3162

David P. Jones
Fayetteville NY

Kathy Kojm
Bemus Point NY

Ohio District

Boat # 4785 / Fleet # 19

John Bauer
Dover OH

Boat # 2514

Scott Carpenter
Lakewood OH

H. Arnold Ishizuka
Worthington OH

Boat # 4454 / Fleet # 19

Jim McGill
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Prairie District

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msweterlitsch@beneschlaw.com

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Sequim, WA 98382
dale@daledunning.com

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James (Jim) R. Slaughter
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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: 2020 Sandy Douglass Memorial Regatta

Deep Creek Yacht Racing Association - Swanton, MD
Date: 07/24/2020 to 07/26/2020

District: Ohio • Info: HighlandSky5837@gmail.com

Regatta: 2020 GNY District Championship

Date: 07/25/2020 • District: Greater New York

Regatta: 115th Annual Ephraim Regatta

Date: 08/01/2020 to 08/02/2020

District: Midwest • Info: ephraimregatta@eyc.org

POSTPONED

Regatta: 2020 Capital Districts

Fishing Bay Yacht Club, Deltaville, VA
Date: 08/08/2020 to 08/09/2020

District: Capital • Info: dcycotte@yahoo.com

Regatta: 2020 Fishing Bay 81st Annual One Design Regatta - Deltaaville, VA

Date: 08/10/2020 to 08/11/2020

District: Capital • Info: dcycotte@yahoo.com

Regatta: Crystal Ball Invitational Regatta

Date: 08/22/2020 to 08/23/2020

District: Michigan - Ontario • Info: joek3203@live.com

Regatta: Scots on the Rocks

Date: 09/05/2020 to 09/06/2020

District: Carolinas • Info: r98gaskin@gmail.com

Regatta: Massapoag Yacht Club 71st Annual Regatta, Sharon, MA

Date: 09/11/2020 to 09/13/2020

District: New England • Info: dianekampf@charter.net

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