

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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PENFIELD REGATTA REPORT

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Photo Credit: John Cole



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Cover Photo: "Déjà Blew" on the clear waters of Crystal Lake after an extensive rebuild (see page 15). Photo by Scott Carpenter.





As This Challenging Year Nears Its End

Bill Dunham, FS#5601



I hope you are well and finding ways to navigate the world during this pandemic. On a positive note, vaccines have been approved for administration and offer hope for an end to the pandemic in the not too distant future.

However, in the short term we have had to postpone the Midwinters once again. I am pleased to announce that Fort Walton Yacht Club has offered to host the event in 2022. I am optimistic that the third time will be the charm! I am also hoping that we will be able to hold our other national events this year, and I am looking forward to seeing many of you in person once again.

Importantly, the Executive Committee and the Board of Governors have remained busy throughout the past year, working diligently to find ways through which we can help our members.

Since late fall a group of class officers, members, and cruising enthusiasts have met regularly to address the desire of the Executive Committee and the Board to do more for our members whose primary interest is cruising. In these meetings we have discussed and debated activities that clubs across the country run to engage Scot sailors in cruising. We have also heard wonderful stories about the experiences Scot sailors have had cruising in the past.

I am excited by the progress being made by this newly formed Cruising Committee. The group has engaged in vibrant discussions to select two locations for FSSA members to come together for a cruise and an adventure in September 2021. The committee members are developing itineraries that will be presented to the membership in the near future. These events will focus on sailing, visiting interesting venues in the two respective areas, and most importantly, enjoying the company of fellow Flying Scot enthusiasts. I look forward to hearing new stories generated by these trips.

Without question, the last year has been challenging for everyone. I want you to know that your class officers appreciate your patience as we, and the host clubs, have made decisions which put the safety of our sailors and host club members first. Like many of you, we are eager to sail, compete, and see our friends in person.

When I accepted the position of President of the FSSA, I never anticipated that the majority of my tenure would entail dealing with the impact of a pandemic on the world. I envisioned regular opportunities to see friends, to travel to clubs around the country, and to work diligently to enhance the value of

our membership. Instead, the class has held a virtual raffle and hosted virtual meetings in which guests presented valuable information regarding fleet building and, importantly, building our sport.

The enthusiasm of our membership, determination of our Board, and dedication of our Executive Committee have made the fulfillment of my job easier and more fulfilling. I encourage any member who is interested in taking a leadership role in the FSSA to let any Board member know so that we are aware of your interest. The FSSA has thrived due to the willingness of members to volunteer to serve on behalf of the class. The FSSA has also been blessed over the years with outstanding hosts for our events, members who strive for creative ways to assist their fellow Flying Scot sailors, and outstanding builders!

To conclude this message, I want to thank all of you for supporting our efforts and for your love of the Flying Scot. If you know of Flying Scot sailors who are not FSSA members, please encourage them to join our class, and if you know of a club that would be interested in hosting a national event in the future, or investigating the possibility of doing so, please let us know.

Stay safe and take care. ▲



THE FSSA CLASS FLAG

The FSSA 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.

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Where There's a Will...

2020 Atlantic Coast Championships

By Dave Upton, FS#4391, Capital District



Thomas Richardson and Glen Avitar sailing *Goshawk*.

Photos by Doug Hendricks.

When one says Richmond Virginia the image of a sailing venue does not immediately jump to mind for most. But tucked in the middle of Chesterfield County, just southwest of the Capitol of Virginia, is a 1700-acre reservoir constructed in the mid 60's. In 1978 a small band of sailors formed a club, and purchased a bit of property from which to launch their craft. Thus was born The Greater Richmond Sailing Association. Over the years the

facilities were expanded, fleets formed, and weekend racing and social events followed. Sail educational programs were developed and have grown from volunteers and a handful of Sunfish, to certified instructors and a fleet of club Opti's and 420s for the juniors and 4 Flying Scots for adults. Administration is run in conjunction with the Parks and Recreation Department of the county.

Early last August a group of GRSA Scots traveled to Deltaville Va. and Fishing Bay Yacht Club for the annual

one design regatta held there. Two of these sailors, Kate Gomes (FS#6151) and Chris Cookson (FS#3875), took note of how Fishing Bay handled a regatta with all the restrictions and health concerns during a pandemic. They also heard rumblings that the planned ACC regatta for 2020 was in jeopardy of being cancelled, like so many other regattas. Kate and Chris returned to Richmond and received the nod from the club Board of Directors to approach FSSA about moving the ACC

Continued On Next Page

regatta to GRSA, and keeping the planned dates of September 12-13.

Even before approval had been granted, the wheels were put in motion to secure extra craft and personnel for race management and safety. The connection to Regatta Network was re-established, race committee equipment was reviewed and arrangements to borrow some better course marks from Fishing Bay were made. The club's facility chair enlisted some volunteers to clean up the boat yard and open up space for our guests to set up and break down their boats. Organizers decided to scrap the normal clinics and skipper's meetings that usually accompany such an event. The skipper's meeting was held via zoom and all registration was online using Regatta Network. Sadly, social events and meal service would not happen, but more-than-adequate hand washing stations and cautionary signs on social distancing would be placed.

Once approval from FSSA came through, Fleet Captain, Pete Cookson (FS#4104), quickly spread the word throughout the GRSA that this was a chance to go racing. Kate and Chris signed up Jerry Thompson from US Sailing, and the Carolina Sailing Club to be our

P.R.O. Jerry not only brought his tools, such as GPS, anemometers, and range finders, but also a positive attitude and a determination to run races that pleased the participants.

Swift Creek Reservoir presents some challenges when holding a major regatta. First, the body of water is long but not wide so with some wind directions setting a good windward leg can be a challenge. Second, the lake is not deep so late summer sailing, especially in a dry year, can make near-shore turning marks impossible. Third, like many spots where water is shallow and temperatures are warm, we are plagued by Hydrilla, an invasive water grass. And fourth, steady wind is not the norm for our location. Wind speeds are up and down, often with large shifts. We are used to seeing legs where the back end of a fleet will come charging to the front on some rogue puff.

With near record-breaking rainfall in August the reservoir was near max levels. Hydrilla was present along the shore, but major sections in the body of the lake were clear(er). As race day approached sailors routinely logged on to their favorite wind finder app. Wind direction for Saturday was not looking favorable and for Sunday it appeared that if there was any wind,

it would be going vertical rather than horizontal. With this in mind, the race management team suggested the potential for having 4 races on Saturday, if possible, as long as quality was not sacrificed for quantity.

Saturday arrived with 15 registrants, 10 representing clubs other than the host club. As the signal boat headed out to the course I remarked to Jerry Thompson, "I think someone kissed a leprechaun!" The winds were a solid 8 to 10 knots from the ESE, with gusts to 14. A windward-leeward course was set with a .7 mile windward leg. At 11 am sharp the Flying Scot Fleet flag was raised, the horn sounded, and a great day of racing was underway.

The first race was twice around windward-leeward, and with neither side favored by better pressure the fleet tacked often, trying to take advantage of any shifts they could. At the end, John and Sharon Wake (FS#5341) from Fishing Bay took the horn followed by Tyler Anderson and Melanie Dunham (FS#6192) from Deep Creek and then GRSA's own Kate and Vince Gomes.

With the wind increasing a bit, plus the desire to have the elapsed race time closer to 50 minutes, the second race was

ATLANTIC COAST CHAMPIONSHIP RESULTS					
1	6192	<i>Salty</i>	Tyler Andrews/Melanie Dunham	DCYRA	2-1-1-1 (5)
2	5341	<i>Lucky Dog</i>	John Wake/Sharon Wake	FBYC	1-3-3-2 (9)
3	6151	<i>Box Office</i>	Kate Gomes/Vince Gomes	GRSA	3-5-2-4 (14)
4	4450	<i>Triple B</i>	David Beckett/Ethan Beckett	Sailing Club of Washington	5-8-5-5 (23) 5. 3875
5		<i>Foot Off</i>	Chris Cookson/Lexi Cookson	GRSA	13-4-4-3 (24)
6	4765	<i>Grey(t) Scot(t)</i>	Joe Nelson/Gabe Nelson	GRSA/FBYC	4-2-11-9 (26T)
7	5790	<i>Etcetera</i>	Tracy Schwarzschild/Andrew Spencer	FBYC	6-6-6-8 (26T)
8	4082	<i>Flight Risk</i>	David Calhoun/Bonnie Sylvester	VISA, SCOW	10-10-7-7 (34)
9	3320	<i>Sea Gull</i>	Philip Webb/Gene Kendall	FBYC	11-7-12-6 (36)
10	2944	<i>Vespa</i>	Domenic Morris/Larry Morris	PSA	7-12-8-10 (37)
11	6087	<i>Wild Hoo</i>	Jim Schuster/Chris Snyder	Sailing Club of Washington	8-9-10-11 (38)
12	5201	<i>Goshawk</i>	Thomas Richardson/Glen Avitar	RRYC	9-11-9-13 (42)
13	4104	<i>Controlled CHAOS</i>	Pete Cookson/Grant Smith	GRSA	12-13-13-12 (50)
14	5055	<i>Tom Gallagher</i>	Tom Gallagher/Mark Mabry	Tom Gallagher	14-14-14-14 (56)
15	5846	<i>Honey Badger</i>	Mills Jones/Karen Jones	GRSA	16/DNS-16/DNS-16/DNS-16/DNS (64)

lengthened to 3 laps. Tyler Anderson finished first followed by Joe Nelson (FS#4765) from Fishing Bay, then John Wake. Moving up from a bad first race was Chris Cookson from GRSA in fourth.

With the fleet finishing tightly-packed, for the 3rd race the race committee set another 3 lap course. Part way through, with winds diminishing, they decided to shorten the course to 2 laps, and then decide about the possibility of a fourth race. Tyler Anderson again showed his mastery of the course and ability to move well upwind. He took first place followed by Kate Gomes and then John Wake in 3rd.

It was still early in the afternoon, the wind was holding and Sunday was not

looking good, and since there was no after-race social event planned, the fleet agreed to proceed with a fourth race. With everyone well warmed up and feeling comfortable with the course, the next start turned into an aggressive match with many up on the line and the rest of the fleet charging in hard. Multiple boats were over early and a general recall was sounded. Rather than go with the I flag, the RC decided to go with a standard P flag start. This start was clean. Tyler Anderson again finished first with John Wake second, followed by Chris Cookson and then Kate Gomes.

Occasionally the weatherpersons get it right. Sunday came and the lake was

flat. The AP flag went up on shore while boats prepared, but no one launched. A mark boat was sent out to better assess, but, alas, it was not to be and the last race was cancelled.

The sentiment was universal from the competitors - they appreciated the opportunity to race in this year in which so many other events have been delayed or cancelled, and gave great praise to GRSA and co-chairs, Kate and Chris, for their hard work.

If anyone questions the value of a junior sail program, I would like to point to the fact that our co-chairs, Kate Gomes and Chris Cookson, both came up through our Junior Sail Program. 🚤

David and Ethan Beckett work to weather of Chris and Lexi Cookson.



John and Sharon Wake (5341) winning the start.



Photos Continued On Next Page

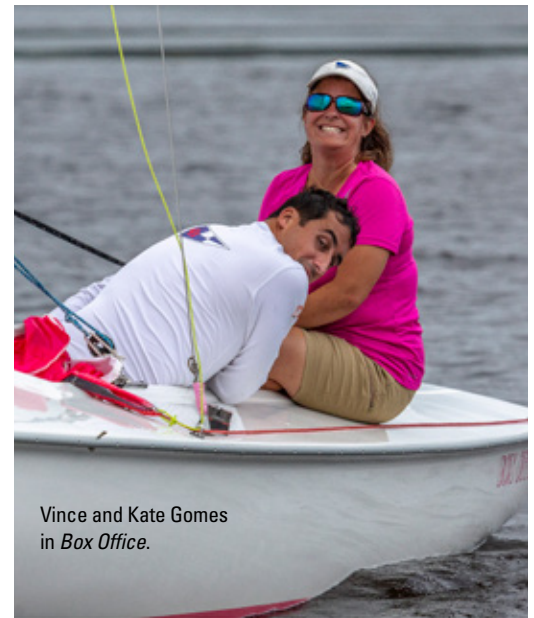
Bonnie Sylvester and David Calhoun.



Tom Gallagher and Mark Mabry.



Tyler Andrews and Melanie Dunham in *Salty* lead the parade.



Vince and Kate Gomes in *Box Office*.

Gabe and Joe Nelson.



Chris and Lexi Cookson in *Foot Off*.



Domenic and Larry Morris in *Vespa*.



Chris Snyder and Jim Schuster in *Wild Hoo*.



Pete Cookson and Grant Smith.



Gene Kendall and Philip Webb, a good day on the water.

New Kids on the Dock

Flying Scot Fleet 211

By Nancy Molitor, FS#6149, Dixie Lakes District

If you were tasked with finding a near-perfect home to build a new Flying Scot fleet, you could do a lot worse than the Atlanta Yacht Club on Lake Allatoona, Georgia.

Situated in the Etowah River Valley just northwest of energetic metro Atlanta, Lake Allatoona was just a quiet getaway, accessed by dirt roads, when the U.S. Army Corps of Engineers completed its construction in 1950. But a group of sailing enthusiasts saw promise in this sizable body of water and moved quickly to found a sailing club, obtain a charter, recruit members, establish fleets of one-design racing sailboats, and build a clubhouse on land leased from the Corps. With 101 boats already registered by midsummer 1952, Atlanta Yacht Club was up and running.

Fast forward almost seventy years, and today you will find a stable, viable club that benefits from strong leadership and still adheres to its founding principles of prioritizing, promoting and supporting one-design sailing. While our complement of fleets has fluctuated somewhat over the years, AYC presently comprises five (now six!) major centerboard racing fleets – Thistles, Snipes, Y-Flyers, Lasers, Optis, and our new Flying Scots – plus, a training fleet of 420s, motor boats and EC-12s. We hold regattas and sailboat races for these fleets most Saturday and Sunday afternoons from March through November. Among those, we are proud to say, the Snipe, Thistle and Y-Flyer fleets are the largest fleets within their class organizations, and each of those fleets hosts the largest fleet-hosted regatta within its class: the Snipes' Halloween, the Thistles' Dixie, and the Y-Flyers' Beers. Suffice it to say,



Photo by Nancy Molitor

AYC has the experience, the energy, and the expertise to welcome aboard a new fleet.

Enter now – ta-DAAH – Flying Scot Fleet #211! Any dreams of a Scot fleet at Atlanta Yacht Club had lain dormant for many years, while those who might have been a good fit for the boat were very much entrenched in other fleets – many,

but not all, in another of Sandy Douglass's creations, the Thistle. Not until recently did the question of another fleet burst to the forefront, when two retired (or about to be) Thistle sailors decided to take the plunge and give the Scot a try. The concept of establishing another racing fleet was not entertained initially, but once these two beautiful new boats made their début



on AYC's dock there was a groundswell of curiosity and excitement that no one could quell. It seems there has been latent interest for some time in a new class boat that could meet the needs of a variety of people already entrenched at AYC — racers and non-racers alike — as well as newcomers coming through our Adult Sailing Program, and especially people who for a myriad of reasons still owned boats but were no longer getting out to sail them. You want a fresh sailing experience? The Flying Scot can provide!

Here's a fun little anecdote. Our new fleet captain, Larry Snyder, one of our Thistle Fleet "retirees," has for so long been enamored with the Flying Scot that he has kept a promotional brochure from 1975 filed away that features photos of FS #35 under sail. As we searched for photos for this article, we discovered that #35 is not only alive and well, but now happens to be owned by John Aquino, one of our own new members, who acquired her in 1991. From one of the oldest boats to one of the newest (#6149), even our small fleet displays the durability and staying power of the Scot. And needless to say, John was delighted to see his historic boat memorialized almost 50 years ago.

And so, Flying Scot Fleet #211 is now official! In a matter of weeks we have gone from one to two to four, six and now nine(!) members on the roster — every time the phone rings, it seems. We have not gone about "selling" the boat to members



of our other fleets or anyone else for that matter — the boat sells itself. While thirty years ago people were wary that introduction of the Scot might detract from our other fleets, today those fleets are all well established and strong enough to hold their own. In fact, reaction from the other AYC fleets to the "new kids on the dock" has been overwhelmingly positive. Case in point — in a gesture of goodwill, the Thistle Fleet here has just pronounced us their "sister fleet," pledging not competition but support as we work to build our ranks. Thanks, Thistlers!

While sailing clubs all around the country are seeing their one-design fleets diminished by the popularity of large motorboats and cruising sailboats, the common purpose of Atlanta Yacht Club members is loyalty to small boat sailing,



ensuring that it will continue to flourish here for a long time to come. What more could we ask for to welcome the next new Flying Scot fleet? 🚢



Photo by Nancy Molitor.



Photo by Nancy Molitor.

Inside a Top Racer's Mind

The Jeff Penfield Regatta

By David Ames, FS#5350, Florida District



The author with crew, PJ Buhler.



The week leading up to the Jeff Penfield regatta had an uncertain forecast due to Tropical Storm/Hurricane ETA. Early forecasts had conditions from the SE/S at 20-30 knots

but fortunately the storm accelerated its forward speed and we ended up with great weather for the event. Saturday's forecast called for winds out of the NE at 10-15 knots for the morning, dropping to 5-10 knots in the afternoon. With the

wind predicted to be offshore, the shifts in Sarasota Bay tend to become larger as the wind gets lighter in the afternoon.

When formulating a strategy for the race it is essential to get good information about what the lifts look like on both port and starboard tack, and to keep track of the phase timing between shifts. With offshore winds, which are typically shifty, either side of the race course can be favored. So choosing where to position yourself for the start and first weather leg is based on your max lift headings and the wind pressure you see coming down the course one minute before the start. In this article, I will describe how we formulated our strategies in the first and last races of the event to give the you some insight into how to formulate your own strategies.

The 1st Race

Before the first race, we noticed the race committee setting the starting line about ten minutes before the start of the sequence, during what we thought was a right phase wind shift. We checked the wind direction again just before the starting sequence began and noticed that the breeze had shifted back left a little and now the pin end was slightly favored. The pressure looked even across the course and we were in the middle of our predicted wind shift range. We anticipated that the wind would shift further left at the start. We decided to setup about a third of the way from the pin end, go for clear air and avoid committing right away to either side of the course. At about the one-minute-to-go signal, I rechecked our starboard tack heading and looked at the pressure up the course. I observed that the wind had indeed shifted more to the left, making starboard tack extremely headed. Also I saw that the pressure looked stronger on the right side of the course.

We quickly adjusted our starting position more toward the boat end of the line in anticipation of tacking on to the port lift immediately after the start. At the gun our speed was pretty good and when we tacked to port I saw that we would only have to duck one starboard tacker - Jeff Linton - but Jeff saw the same shift and tacked a half boat length to our lee bow. With Jeff squeezing our lane, we decided to do two short tacks to clear our air while minimizing our time on the starboard header. The rest of the weather leg the we stayed in phase with the wind shifts and rounded in second place at the weather mark, with Don Perry a close third.

During our approach to the first weather mark we had noticed that port tack was lifted so at the offset mark we bore away on starboard and rode the header for the first half of the run. Downwind we focused on making the boat go fast with careful attention to spinnaker trim. Our centerboard was about half way up, giving us the perfect balance between tracking straight and reducing drag, which is key for optimizing downwind speed. Our decision to stay on starboard jibe paid off and we extended our lead over 3rd

A beautiful day on Sarasota Bay.



place until we misjudged our jibing angle and overstood the port layline, allowing Don Perry to beat us to the gate.

The second weather leg was similar to the first, with 20-30 degree shifts. The key strategy was to trust our compass headings from the first weather leg to stay in phase with the shifts, and to avoid the extreme sides of the course. On this leg we were able to pass Don and close to within ten boat lengths of Jeff by staying on the lifted tack and ignoring the other boats in the fleet. At the second weather mark we noted that the wind was on a 20-degree right phase, so the obvious choice was to jibe-set at the offset mark. The final downwind leg offered no tactical challenges, and no chance to pass other boats, because we could sail straight to the finish line on port jibe. Placing second in the first race meant that we were still in contention to win the regatta.

The weather report for Sunday predicted a dying offshore breeze out of the SE at 3-5 knots, with a sea breeze filling in from the SW at 5-10 knots for the second race of the day.

The 5th Race

As predicted, the sea breeze filled in out of the Southwest at 5-10 knots with small five-to-ten degree wind shifts and equal pressure across the race course. Our strategy for the last race changed from focusing on wind shifts and variations in pressure, to an emphasis on boat speed and clear air.

About five minutes before the start we checked the line and observed that the boat end was favored. At one minute to go we set up 1-2 boat lengths from the boat end and about one boat length off the line to leave some room for acceleration. Our acceleration was a little late at the

gun and after about 30 seconds we tacked to port, ducked a few boats and headed toward the right side. We lucked out on the right middle, finding a little bit better pressure, and when we converged with the boats coming from the left side we had passed everyone except Ron Pletsch and Charlie Clifton.

The key to our upwind speed in light wind was our jib trim, and close attention to the upper batten telltale on the main. We judge how to properly trim the jib by the horizontal crease across its foot. We trim the jib until a crease barely forms from the tack of the jib to where the sheets attach to the clew, and we don't use any weather sheeting until we are both hiking. The upper part of the main must not be stalled in light wind so I am constantly looking to see if the telltale on the upper main batten is streaming. To help promote flow across the sails I am careful to not pinch the boat, and I will move my crew to leeward until the sails start to generate good pressure. We then move weight gently to the weather side. When a good puff hits I will give the main a few small pumps to help accelerate faster.

At the weather mark there was a cluster of boats right behind us, so a jibe-set was off the table because of the wind shadow created by the boats rounding close behind us. We had a great spinnaker set and pulled even with Charlie and Ron in the first quarter of the run. We then jibed before the layline to avoid being stuck in a bad lane heading back toward the leeward gate. Our decision to not go to the layline allowed us to pass both Ron and Charlie and gave us the chance to round the favored gate mark.

Our strategy for the second weather

Continued On Page 20



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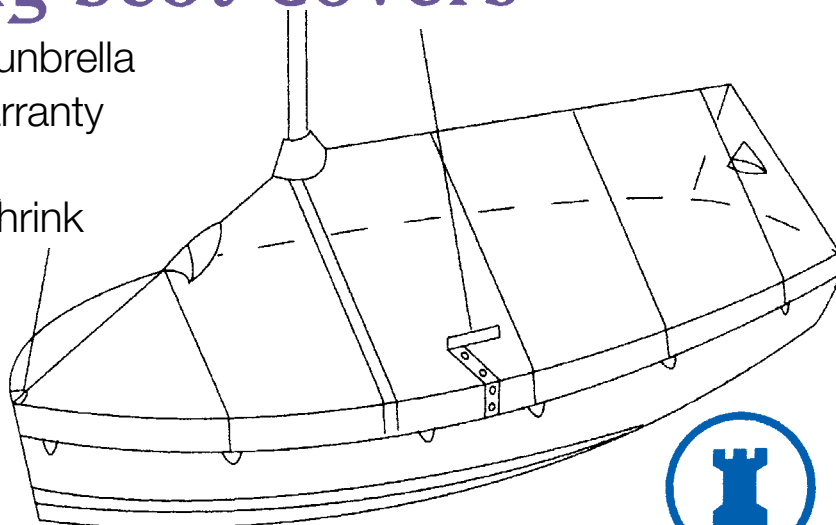
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How “Old Blue” became “Déjà Blew”

By Scott Carpenter, FS#2514, Midwest District

Photo by Ayo Coleman



In June of 2019, I went looking for a boat.

My partner, Nanette, and I were planning our second summer vacation together, a trip to northern Michigan, with our recently blended family. For Nanette, the journey to Michigan was an annual affair, something she had been doing with her children for several years. They relished the escape to the woods, the sandy beaches, and temperate summers in Empire, Michigan. And while everyone in our crew enjoyed swimming in Lake Michigan, we had never sailed there.

As a sailor, I was excited to share my love for sailing and add another memorable experience to our annual summer vaca-

tion spot. Plus, I wanted to be on the water instead of just in it. The problem was, we didn't own a boat, and I didn't want to own a boat. So I called the marinas in Traverse City and the surrounding area looking for an affordable charter or a rental boat I could tow. Affordable became the challenge.

While I was striking out on boats I could trailer, I did find a few charters. One company wanted a \$1,200 non-refundable down-payment to reserve a boat for a 4-hour sail. I decided that I might as well buy something instead.

On July 4, after a brief search, I found our Flying Scot on Facebook Market Place. A sailor at the Berlin Yacht Club was selling 2514 for \$1,990, marked down from

its initial price of \$2,490. Built by Custom Flex, the boat had been at the club since it was purchased in 1974. Since then, it had been owned by several club members. When I found it, it had become a club boat.

Now, to be clear, when I stumbled on our Flying Scot I had no idea what I was looking at other than it was the right size and price for our trip to Michigan. I was not at all aware of the Scot's storied history.

I'm still puzzled that I knew nothing of the Flying Scot's history. After all, sailing is in my blood. In fact, you could say I was a sailor even before I was born. My mother was pregnant with me when my father was building our family's first sailboat. And my grandfather and great grandfather were also sailors. What's more, I grew up sailing at the Cleveland Yachting Club, where there were many one-design boats, including Lightnings, Stars, and Sandy Douglass's Thistles. I'd spent my life sailing and racing all kinds of sailboats. How did I not know about the Flying Scot?

When I saw the listing for Flying Scot 2514, I immediately made arrangements to see the boat. It was a Sunday afternoon, and I took my dad with me to Berlin Yacht Club, a sailing club located on the south shore of Berlin Lake.

We arrived at the club just as the sailors were coming in from their morning races. Overcast skies rolled in as the person selling the boat flagged us down and steered us to where 2514 was parked. It was on its trailer in the middle of a grassy field surrounded by trees. Thistle and Scot racers were scrambling to stow their boats and beat the rain as we looked over 2514. As she was known by those who sailed

Continued On Next Page

her, Old Blue was covered with a torn and mildewed boat cover, mast up, and rudder ready for sailing. It looked terrible. Its deck was dirty, covered in leaves and mildew. Its blue hull was dull and scratched. Its floor was punctured and rotting from the inside out.

I thought it was perfect.

And \$1,200 later, it was mine. We towed it home to make her ready for our trip to Michigan the following week.

I cleaned the entire boat, inside and out, waxed the hull, and checked the trailer. And I vacuumed out the hole in the floor, drinking up as much water as possible. Then I patched it up, sealing the hole shut so no more water would get in or out.

A week later, we sailed our Scot for the first time on Crystal Lake, less than a quarter-mile inland from Lake Michigan. We sailed it half a dozen times over two weeks and each time I learned something more about the boat and how to sail it. And each time I regretted the fact that the floor squished under my feet as I tacked. Moreover, as the wind built, I felt the boat become more and more unstable, twisting like it was wagging its tail.

After describing its mushy floor to the people at Flying Scot Inc, I decided I would fix the balsa core. I spent the winter months planning the project. And in the spring I retrieved the boat from winter storage and got to work.

The work began by figuring out how

much of the core I needed to replace. The core is made up of 554 balsa blocks, each 2.25" x 5.75" and half an inch thick. The balsa blocks are laminated to the hull and covered with fiberglass layers to make up the boat's floor. You can tell if the resin is holding and the core is not delaminated because it feels solid. If the fiberglass is spongy, you will feel it underfoot, and it's time to assess the damage. I detected delaminated sections by tapping the floor with the plastic handle of a screwdriver. If it's not delaminated, the deck will have a strong pinging sound to it. If it is delaminated, it will make a thud sound. My floor was nothing but thuds in the rear of the boat. However, up forward, it appeared to be in good shape. Unfortunately, it wasn't.

How I discovered this was simple. On the portions of the floor which seemed to be in good shape, I drew a 6" grid on the floor and drilled 3/4" holes using a Forstner bit, drilling through the glass but not through the balsa. When I got to the balsa, even in these seemingly good portions of the floor, water squirted out of the holes. While time-consuming and expensive - I destroyed about five Forstner bits in the process - I also discovered that the entire core was wet and needed to be replaced. The next day I called Flying Scot Inc. and ordered the materials I needed.

Before I go any further I want to give a big shout-out to the people at Flying Scot. Tyler, Carrie, Melanie, and Moose were

all very helpful. I don't know how many calls I made to them for materials, advice, how-to instructions, and even photos. Still, it was a lot, and they handled every call with patience, care, understanding, and genuine interest in my project.

Anyway, the great people at Flying Scot were very reassuring when I called with my order and I had the materials in a matter of days. I parked the boat on its trailer in our garage. And before I started, I made sure the boat's weight was mainly on its keel and only lightly supported by its bunkers. I placed a couple of large blocks of wood underneath the transom to support the stern. Then I started tearing out the core. It was a mess.

I started the work by covering the boat in plastic, taping off the areas where I planned to work. It was a good plan, but I hadn't anticipated the mess I was about to make. After cutting into the floor, I quickly discovered how dusty this project would be in a garage with no airflow and little ventilation.

Tip: If you're about to undertake this project on your boat, I suggest removing all of the hardware, rigging, and blocks before you start. Then cover everything in plastic. And I mean everything, including everything stored in your workspace.

Eventually I realized my mistake, removed all of the boat's equipment, and covered everything stored in my garage with plastic. I used a battery-powered oscillating saw to cut into the floor. As a guide, I drew lines on the floor perpendicular to the trunk. In hindsight, drawing these lines was silly since I ended up removing the entire floor.

The builder recommends that you remove the floor in alternating sections. In my case this approach proved to be almost impossible. After cutting around the balsa core's edges in the stern, the entire top layer of glass lifted off without any effort. The balsa underneath was blackened and soaked with water. It looked more like mulch than wood. And trying to replace half of the core in this section was also impossible. Water was flowing across the hull floor and there was no way to keep any one section dry. Consequently, I decided to tackle the project in five sections instead of six.

Having started in the stern, I removed



After bailing it out.

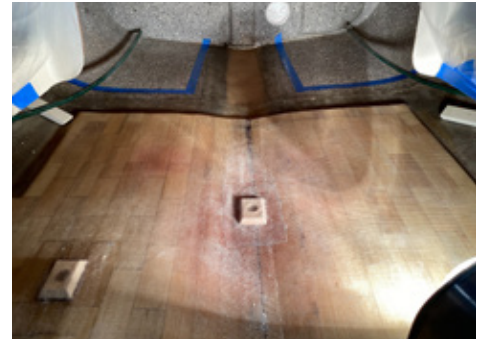
Photo by Naranjo Yamuzzi



it's a messy job.



A balsa jigsaw puzzle.



Looking aft, new floor glassed in.



Assessing the damage.



The mid-section, port side.



Fresh gel-coat with non-skid.



The entire core was wet.



New balsa glassed in, ready for gel-coat.



Like new!



Balsa in place aft.



Suited up.

Continued On Next Page

the rotten balsa in that area completely. I sanded down the floor using a grinder and a random-orbit sander, using 24, 32, 40, 60, and 80 grit sandpaper. I did most of this work laying down. And if you've ever worked with fiberglass, you know how it pierces through everything and causes terrible itchiness on your skin. I thought I was ready for this. I wore a ventilator, goggles, and layers of clothing, including leather gloves, covering every inch of my body. It wasn't enough. After a couple of hours of cutting and grinding, I was a dusty, itchy mess. The next day I bought a few Tyvek coveralls with hoods and booties sewn into the suit: dust and itchiness problem solved.

Even with the stern section smoothed out, the fiberglass hull was still wet. So I dried it out with heat lamps, installing them near the hull's exposed floor and leaving them turned on for a few days.

I then did the same in the boat's bow section, leaving only two areas intact alongside the centerboard trunk. After the bow sections were sanded and thoroughly dried, I laid in the balsa blocks, following the instructions from Flying Scot Inc.

Here's where it gets a little sticky.

Flying Scot Inc. doesn't ship resin. So I did a lot of looking around for resin and ended up purchasing all of it, plus the gel-coat, from Jamestown Distributors. I started with just a couple of gallons of resin, but in the end I used almost 7 gallons, some of which never got in the boat because it hardened before I could use it. I won't detail the layering of resin, glass, and balsa - Flying Scot Inc. provides a good step-by-step instructions to do this work. But remember, you're not building a new boat. You have to work around many obstacles that aren't there when building a new boat. It's frustrating and physically taxing to squeeze into the bow with a grinder, sander, or brush, roller, and resin and then try to do a decent job of it. So be patient. Take lots of breaks and drink lots of water when you do. And every day, step back with a beer in hand and admire the work you're doing.

Tip: I want to reiterate something that proved to be an essential factor in doing this work. If you're building the boat from scratch, and the hull is still in its mold when you're laying the floor, you don't

have to be concerned with keeping the hull's shape. You can lay the balsa blocks from one end of the hull to the other, lining them up end to end until you're finished. You can't do that when you're doing a re-core. You're working in sections, so measuring and planning before you start laminating the balsa blocks in place is imperative. Laying out the blocks in advance helped me to anticipate how the two halves would come together in the middle.

After a couple more beers, I was able to finish placing the balsa blocks forward and aft. The hull was now ten times stronger than it had been in years. And I wasn't even finished with the middle.

The middle sections were the most sound. The port side being more stable than the starboard, I left the port side for last. I tore out the starboard side in no time — except for about a square foot, the core was thoroughly soaked and came out with little effort. And when it came time to work on the port side, a four square-foot section of balsa proved very hard to remove. It was wet but holding tight to the hull. Wherever the balsa block was still stuck, I used an oscillating saw and chisel to get underneath and free it. Once I could remove these stubborn blocks, I used a chisel to carefully lift what remained. I finished the job with the grinder and sander. After replacing the balsa blocks in the middle sections, the boat was solid as a rock.

Tip: I did all of my work on my hands and knees. And I protected the balsa with a sheet of cardboard covered with a sheet of 1/4" luan about 2' x 3'. I used a ship-ping blanket to pad the luan so that I wouldn't leave an impression in the balsa, nor wear out my 57-year-old boney knees.

After the balsa was in place, I set about sanding and fairing until it was smooth. I made a scaffolding of sorts by placing a piece of 3/4" plywood across the cockpit. The work went smoothly from this platform, and I avoided making impressions in the newly replaced sanded balsa. With the balsa faired, it was time to lay in the final layers of resin and glass.

Tip: dry fit all of the fiberglass beforehand. The factory does a good job of labeling every piece, but it still needs to be trimmed and fitted in place. And the

instructions do not necessarily match the materials you get from the factory. And whatever you do, do not skimp on the resin. Mixing smaller batches and liberally applying it will ensure each layer, from the hull to the finished floor, is thoroughly saturated with resin.

Now that the core is covered the end is near and smooth sailing is ahead. Right? Well, yes, in this case, it was. The only hiccup was the amount of gel-coat I needed to complete the job. I managed to eke out the first coat with what I had, but I needed much more to finish covering the floor and centerboard trunk with enough gel-coat so that I could sand and polish it. Once I had enough gel-coat, I tinted all of it to the light grey color I liked. I then carefully catalyzed small batches at a time so that I wouldn't waste too much. The gel-coat is very sensitive to the amount of catalyst you're using, as well as the ambient temperature. I must have wasted about a quart by underestimating these factors. Besides, it's hard to work fast in the bow section with your knees in your face, and even harder in the stern where you're doing the work on your stomach. Otherwise, applying the gel-coat is like painting - take your time and you'll do a good job.

Tip: I placed the cup with the catalyzed gel-coat in another larger cup filled with ice. This extend the working time by a lot, making the gel-coat much easier to work with.

To give my floor a little nonskid, I used SoftSand, a rubber material that may be mixed into the gel-coat or sprinkled onto the surface as you apply it. I sprinkled mine but would recommend adding it to the gel-coat after tinting. Sprinkling is a little uneven. Just be sure to mix in only as needed. I didn't want nonskid on my centerboard trunk, and I didn't want it in the bow or stern where I thought it might be too sandpaper-like. I was wrong. SoftSand is soft. It's nonskid without the sandpaper quality of regular silica. I highly recommend it.

When I finished applying the gel-coat, I allowed my project to cure for a couple of days in the sun before I started putting the boat back together. And when I did it was immediately apparent — the new core made the boat feel like new. And after

Continued On Page 23



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In Memory of Mary Meno

Mary Josephine Meno passed away on Tuesday, December 1, 2020 after 90 wonderful years with us. At the time of her passing, Mary was a resident at The Oaks of Flower Mound, where she resided for the past several years with her trusty companion Macy.

Mary was born in Detroit, Michigan on August 31, 1930, the daughter of Dr. John and Evelyn Johnston. Mary enjoyed a wonderful childhood along with her younger twin siblings, Diane and William. Mary graduated from The Liggett School, and enjoyed summers spent at the Detroit Golf Club where she was an avid swimmer and diver. Shortly after her 18th birthday she drew the attention of Frederick John Meno III. and the two would spend the better part of the next seven decades together. After attending Western College in Oxford, Ohio, Mary and Fred were married and remained so for 64 years, until his passing in 2016. Mary and Fred were quite the team, and were avid sailors in the Interlake and Flying Scot classes of one design sailboats, winning several National Championships together. To this day the championship trophy for the Flying Scot Midwinter Regatta bears Mary's name.

Together Mary and Fred raised two wonderful children, Fred IV and Debbie. Mary raised her children in Columbus,



Ohio, where she spent time volunteering for the March of Dimes, in addition to sailing and serving as Fred's faithful co-pilot in their travels around the country after Fred obtained his private pilot's license. The family later moved to Houston, Texas, and then to Pennington, New Jersey. While in Pennington, Mary was a Volunteer Coordinator at Princeton Hospital, and an avid bowler in the Wednesday morning ladies league at Curtis Lanes.

Mary and Fred retired to Panama City Beach, Florida in 1988 where they enjoyed the warm sun and gulf breezes and were active members at the St. Andrews Bay Yacht Club. It was there that Mary most enjoyed the greatest role

of her life, grandmother to her four pride-and-joys, Madison and Natalie Meno, and Kyle and Caitlin Hoagland. School breaks and summer vacations were busy times for Mary as she spoiled her grandkids rotten! Homemade snickerdoodle, lemon rolls, and an endless supply of Capri Suns were always on hand.

Mary and Fred later moved to Conroe, Texas, and then to Southlake, Texas. Following Fred's passing, Mary moved to Flower Mound, Texas. Mary is predeceased by her parents and siblings, as well as her beloved husband, and sadly by her faithful companion Macy, a Petit Basset Griffon Vendeen. She reluctantly leaves behind her loving children and their spouses, Frederick John Meno IV and Monica Meno (nee Lewis) of Fort Worth, Texas, and Edward and Deborah Hoagland of Northlake, Texas, as well as her beautiful grandchildren.

A celebration of Mary's life was held at 11:00 AM on Saturday, December 5, 2020 at the Flower Mound Family Funeral Home, 3550 Firewheel Drive, Flower Mound, Texas 75028, with interment to follow at a later date at Woodlawn Cemetery in Detroit, Michigan. In lieu of flowers, the family is requesting a memorial donation in Mary's name be made to Mercy Hospice, 2281 Olympia Drive, Suite 100, Flower Mound, TX 75028 (<http://mercyhospicetx.com/>). ▲

FLORIDA DISTRICT *Continued From Page 13*

leg was to seek the better pressure in the right middle of the course and focus on boat speed to maintain our lead. The boats that rounded behind us headed toward the right side, then all tacked to starboard once they had cleared a cluster of boats still on the run. We sailed on port a little further to a nice wind line, which was also a header. So we tacked to starboard and rode the wind line all the way across the course to the port layline. Approaching

the weather mark our lead had grown to fifteen boat lengths and we had put the race out of reach for the rest of the fleet. On the final downwind leg we focused on reducing risk. We only jibed twice and just concentrated on trimming the spinnaker and staying between our competition and the finish line.

On both days of the event we used our Mad Sails and they felt really fast. Before the second day of racing we reviewed

some photos from the day before and ended up dropping the main two clicks on the halyard to move the draft back in the main. This opened up the slot between main and jib, allowing our sails to pressure up more quickly.

Congratulations to Jeff and Amy Linton, who sailed an almost flawless regatta. We ended up 2nd overall for the event with a score card of 2,5,2,1,1, which normally would be good enough to win. ▲

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

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

5044 – Flying Scot, Inc.; 1995;
Duxbury, MA; sthojt@gmail.com

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

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

5422 – Flying Scot, Inc.; 2001;
\$9,500.00; Ed Flannigan; Long
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eflannigan@transervice.com

5613 – Flying Scot, Inc.; 2004;
\$11,500.00; Gary; Sharon, MA;
gary4619@msn.com

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\$10,500.00; Joe Todd; 817-675-
2531; joemacktodd@yahoo.com

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\$12,500.00; Todd Murphy;
Annadale, NJ; 908-413-6144;
tmurphy00@icloud.com

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\$9,995.00; Ray Laguna; Orlando,
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raylaguna5@gmail.com

5708 – Flying Scot, Inc.; 2006;
\$11,500.00; Mike Magner; New
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mmagner@joneswalker.com

5751 – Flying Scot, Inc.; 2006;
\$9,500.00; Steve Lee; Lawrence,
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5825 – Flying Scot, Inc.; 2008;
\$11,000.00; David Kramer; Logan,
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6053 – Flying Scot, Inc.; 2014;
\$15,500.00; Jim Stratton; Altoona,
PA; 814-942-0019;
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6061 – Flying Scot, Inc.; 2015;
\$13,900.00; Donald Walbrecht;
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What's in a Name?...

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

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

Sometimes we name our boats for what we miss. Sometimes for people who have died. Even when there's a light-hearted effort, it's bittersweet: the reminder of who is no longer with us paired with the impulse to do them proud.

Diane Kampf's latest boat, for instance, is named for her mother, whom everyone called "Gram." Diane's mom left her some cash, which Diane wisely converted into Flying Scot, hence *Thanks, Gram*.

Henry Picco's *Rita* was also named in homage to his sweet mother. He wrote about the boat and the remarkable woman a few years back. Have a hankie on hand if you re-read it.

Jay and Zeke Horowitz's *Ja-Ming-O* remembers three beloved souls who passed on: the big-hearted family dog, Mingo, plus two of Zeke's sailing friends, Olivia Ceraolo and Jason Kuebal. Team Horowitz has retained the name even as they got a new boat. The graphic features an angelic dog, and can be seen on the team's shirts as well as the boat.

While the Signors have since traded it in for a (currently nameless) mint-green Scot, Jim and Cheryl raced *Cool Change* in honor of her brother's favorite song. How sweet is that?

Thank you to the kind folks who have shared boat-naming stories with me in the past couple of years. I'm having a ball retelling them for the Flying Scot class – so keep 'em coming! You can find me at aslinton@aol.com or at amysmithlinton.com. 🚩



Zeke and Jay Horowitz on the new *Ja-Ming-O*.



STARTING LINE Calendar Of Monthly Events (FROM APRIL 2021 TO OCTOBER 2021)

Regatta: 2020-21 Florida Districts - Space Coast, Indian River Yacht Club, Cocoa

Date: 04/10/2021 to 04/11/2021

District: Florida

Info: Laura.marriott.dar@gmail.com

Regatta: Radioactive Race Series at Clinton Lake - Race #1

Date: 05/15/2021 **District:** Midwest

Info: eric@ericbussell.com

Regatta: 2020-21 Florida Districts - Upper Keys Sailing Club, Key Largo, FL

Date: 05/15/2021 to 05/16/2021

District: Florida

Info: Laura.marriott.dar@gmail.com

Regatta: 2021 New England Districts - DATE WILL CHANGE

Date: 06/05/2021 **District:** New England

Info: crestofthewave@outlook.com

Regatta: 2021 Women's NAC at both Deep Creek Yacht Clubs, Swanton, MD

Date: 06/26/2021 to 06/27/2021 **District:** Ohio

Info: jenmeehan19@gmail.com

Regatta: 2021 NAC at Cedar Point Yacht Club, Westport, CT

Date: 07/11/2021 to 07/16/2021

District: Greater New York

Info: Cnperez@yahoo.com

Regatta: Radioactive Race Series at Clinton Lake - Race #2

Date: 07/17/2021

District: Midwest

Info: eric@ericbussell.com

Regatta: 2021 Sandy Douglass Memorial Regatta & Ohio District Championship - Deep Creek Yacht Racing Association

Date: 07/23/2021 to 07/25/2021

District: Ohio

Info: HighlandSky5837@gmail.com

Continued On Back Page

NEW MEMBERS

Capital District

Boat # 4053

John Kren
724 S. Pine Street
Richmond VA 23220
johnkren@yahoo.com

Boat # 5240 / Fleet # 203

David Metcalf
6416 Bromfield Trace
Centreville VA 20120
david.d.metcalf55@gmail.com

Dixie Lakes District

Boat # 1141 / Fleet # 211

Conrad Roos
220 26th SW, Apt 1106
Atlanta GA 30309
conradroos@outlook.com

Florida District

Boat # 4135

John Grannis
PO Box 642
Ponte Vedra FL 32004
jgfla1@gmail.com

Greater NY District

Boat # 5155

Mike Levy
7 Rymill Terrace
Cherry Hill NJ 08003
thistle166.ml@icloud.com

Gulf District

Adele Dauphin
124 South Drive
Covington LA 70433
adele.dauphin@gmail.com

Midwest District

Boat # 5311 / Fleet # 140

James Ipsen
7941 309th Avenue
Princeton MN 55371
saildownwind83@gmail.com

Ohio District

Boat # 4967

Karolyn & Douglas
Hansen
1600 Heritage Road
Dayton OH 45459
hansen.karolyn@gmail.com

Boat # 2259 / Fleet # 6

Jennifer Meehan
12020 Ivy Hollow Court
Glen Allen VA 23059
russjen97@gmail.com

Pacific District

Boat # 608

Christopher Braun
2700 Manzanita Drive
Rocklin CA 95677
christopher.braun@gmail.com

Southwest District

Boat # 5298 / Fleet # 67

Mark Foster
315 VIP Drive
Canyon Lake TX 78133
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tuning the rig and a making a couple more improvements to the running rigging, 2514 was ready to be sailed.

For our boat's re-maiden voyage, my partner, Nanette, and I took Old Blue, now renamed *Déjà Blew*, back to the Berlin Yacht Club. I knew the sailors there would appreciate the work I had done and might share more stories about the boat's history. The welcome was heartwarming. I parked 2514 in the exact spot where I had originally found her. Some of the previous owners were there and were very thankful to see her in such beautiful shape. I'm sure my pride was showing as I rigged her for sailing. After running down my checklist, it was time to put her in and test my work. I was a bundle of nerves and made a mess of backing the boat down the boat ramp.

Nevertheless, I finally managed to get *Déjà Blew* in the water. Nanette held the boat at the dock while I drove the truck and trailer to a parking spot. When I got out of the truck, I was about 30 yards from the dock and looked over to see the boat in the water. Nanette was waving at me as I took in the moment. What a sight! Then, suddenly, I realized she was in a panic! I ran to the boat and as I got closer I could hear her yelling, "It's filling up with water!" OMG, had I missed a hole in the hull?

Tip: Scott, don't forget to put in the drain plug before launching your boat!

After replacing the plug, bailing it out, and making a couple of slightly embarrassed champagne toasts, Flying Scot 2514 was sailing again. And what a sail it was, and has been since! ▲

Mad Love



Congratulations to
2020 Flying Scot
Wife Husband Regatta
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Michele & Mark Taylor

2nd Place
Nina & Robert Cummings



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STARTING LINE *Continued From Page 22*

Regatta: 2021 Wife Husband at Massapoag Yacht Club, Sharon, MA

Date: 08/20/2021 to 08/22/2021

District: New England

Info: dianekampf@charter.net

Regatta: Radioactive Race Series at Clinton Lake - Race #3

Date: 08/21/2021

District: Midwest

Info: eric@ericbussell.com

Regatta: 2021 Scot-A-Hootchee Regatta at Lake Lanier, GA

Date: 09/25/2021 to 09/26/2021

District: Dixie Lakes

Info: scott3438@charter.net

Regatta: 2021 NERD Championship, Massapoag Yacht Club, Sharon, MA

Date: 10/01/2021 to 10/03/2021 • **District:** New England

Info: dianekampf@charter.net

Regatta: Glow in the Dark Regatta at Clinton Lake

Date: 10/02/2021 to 10/03/2021 • **District:** Midwest

Info: eric@ericbussell.com



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