

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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President's Message:

Your Membership is Needed for Our

Continued Success	4
Midwinters after THREE long years!	6
Muscles from Brussels.....	14
Success Story	18
Bungee Cord Transom Safety Line.....	21

In Every Issue

Caveat Emptor	22
Starting Line	22
New Members.....	23
District Governors	Back Cover

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

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

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Photo by CeCe Stoldt.



FLYING SCOT
SINCE 1957



Your Membership is Needed for Our Continued Success

Nancy Claypool, FS#5945, FSSA President



I am asking for your help. Prior to the pandemic, we had over 1,000 members, but currently we have less than 600 members. We need to double our membership in FSSA to ensure we can cover increasing expenses. I have set a goal of 1,240 members for 2022 which is only 20% of the over 6,200 Flying Scots built to date. Surely, we can attain this goal.

Why is membership down? We have been through a two-year pandemic where people weren't sailing together, yet alone leaving their houses. Some people thought it wasn't necessary to pay dues if they weren't sailing. Some people didn't check their e-mail for renewal notifications. Other reasons are less clear.

I am asking you to ask everyone you know who has a Flying Scot to join the FSSA. If you know someone with a boat at your club, in their garage, or in their back yard – whether it has been sailed recently or not – please ask them to join and tell them why it is important to be a member. It is in your best interest as well as theirs.

The number one myth I hear about why you don't need to join FSSA is that it is just for the racers. That is untrue; it's for all sailors. Maintaining an active association helps preserve the value of YOUR boat. Whether you purchased a new or previously owned boat, your Flying Scot has value – lots of value. Your \$55 investment in an FSSA membership is a “steal” when it comes to helping maintain the value of your boat. If I had invested \$100 for every

person who has ever asked me, “Do you know where I can get a good previously owned Flying Scot?”, I would have retired already. Membership in FSSA is a good, inexpensive insurance policy for one of your assets.

If you have a Flying Scot that has not been used much, or if you just take the boat out for casual sailing with family and friends, your boat will have more value and demand if we have a strong class association. Our class association helps create a marketplace for your boat and all things Flying Scot. Without dues, we wouldn't have the funds for a website and magazine that contain a wealth of information and expertise on the boat. These resources provide information on maintenance, repairs, modifications, a marketplace for sellers, how to sail better and faster, plus more tips and opportunities.

Having a robust membership and a marketplace for these boats 1) keeps the builder active in stocking parts, making repairs, and building replacement boats, 2) keeps sail makers interested in making and repairing sails timely and at reasonable rates, and 3) helps all boat owners connect with other people to enjoy sailing even more. If the class is not active, access to, parts, sails, and advice will dwindle and disappear, and your boat will lose value. When you have a family member or grandchild who decides that they'd like to start sailing that Flying Scot that's been sitting in a barn for five years, aren't you (and they) going to be glad that there are resources to

get parts, fix it up, learn how to sail it, and find a fleet of fellow Flying Scot owners? When the time to sell your boat comes, aren't you going to be glad that there's a marketplace for it, rather than finding its value has diminished greatly and you're selling it at a “just another boat” price?

These are many of the reasons why, if you are a boat owner, you need to be a member of the FSSA. If you are not a boat owner, we also welcome and encourage you to become an FSSA member. We have several classes of membership to accommodate various interests. If you are unsure of whether your membership is current, please contact our Executive Secretary, Courtney Waldrup, at cwaldrup@pmpamc.com or call FSSA at (803) 252-5646. *If you have any questions about membership categories, please contact Nina Cummings, FSSA Second Vice President, at 9abcummings@gmail.com.*

Please ask your fellow friends, owners, and nonowners to join the FSSA (go to fssa.com). You can tell them they will be doing themselves a favor, and you will be doing yourself a favor by increasing support for the class. Getting value sometimes requires giving a little for sustaining value. For those of you with fleet captains, your fleet captain has a list of current members.

We are looking forward to seeing what fleet/area has the greatest percentage increase in membership renewals for 2022. Please help us rebuild and grow our Flying Scot family. We will keep you posted on our progress. Thank you all! 🌱



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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Photo by
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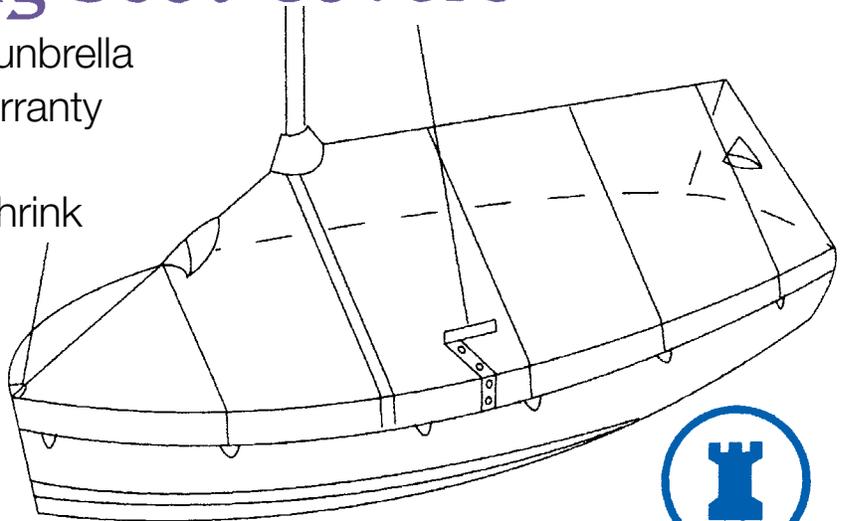
- made with 1st quality Sunbrella
- material has 10 year warranty
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- will not rot, mildew, or shrink

Features

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

Options

UV proof Goretex thread
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Sail # installation
Custom multi-color panels/trim



Prices

Cover white blue other

6" skirt \$540 \$550 \$577

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



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Midwinters after THREE long years!

BY Diane Kampf, FS 6130, FSSA Web Editor

MAD dash by Davy Jones, crewed by Ryan Malmgren & Stacy Rieu.



After COVID-19 delayed our Midwinters in 2020 and 2021, we were finally able to travel to Fort Walton Yacht Club in Florida for this long-awaited event! For us in Massachusetts we have not sailed for 5-6

months, so getting on the water anywhere was something to really look forward to. The hardest part of the trip is dropping off Dory since we will not see her for a week and a half. But she stays at a local spa and comes home a very spoiled doggie.

We originally planned to drive our car

and make a few hotel stops before we would arrive at the awesome house Kate and Roger Sharp had rented to share with us. But with gas at \$4 and diesel at \$5 a gallon, we decided to save the hotel costs and drive our Roadtrek and pay a little extra for fuel. We stayed our first



Midwinter parade.



The wind & waves made for some challenging conditions.

night at Walmart in Hagerstown, MD – we sure do appreciate the free camping and we buy our groceries from them to reciprocate. We save on restaurants too since I make all the meals right in the camper. The second night we stayed in Pelham, AL, and then made our way

to Florida. That last segment was quite the drive with thunderstorms, fog, and TORNADO WARNINGS – yikes! But we settled in nicely at Ft. Walton Yacht Club, easily dropping off the boat and settling in at the house.

Check in day on Saturday was a breeze.

We set up the boat for the week of sailing, or we sure hoped we would be sailing! It was great to meet up with some people we had not seen in years and meeting new people we had not sailed with before! We had dinner later at a seafood

Continued On Next Page

On Saturday, we had some weather, snow, sleet rain, maybe some hail, lots of wind, and at the end of the storm, a double rainbow!



restaurant on the water in Destin and enjoyed a lovely sunset over the water. Sunday was a little too breezy for our taste, so we did not go out to practice. Jim “the tractor guy” Serpa was helping with getting boats in and out of the water, and some folks were launching using their

own vehicles. Later in the day, there was a yummy Italian buffet and the skippers meeting where we heard a huge welcome from FSSA President Nancy Claypool and met Regatta Chairperson John Farris and PRO Hal Smith, who were both ready for an exciting week. Great news - 49, yes 49,

teams were ready for some racing!
We got to the club on Monday around 7:00 to make sure we had time to launch and find a dock to tie up the boat. All went smoothly. Even though Monday forecasts were for gusts in the high 20’s, we went out anyway to give it a try. After

Great news - 49, yes 49, teams were ready for some racing!

Tom Miller and crew.



Secretary Bruce Kitchen from Ohio & Randy Lenz from Georgia neck & neck to the mark.



getting knocked around and feeling like it was too much for us, we went back in and watched from shore. About 1/3 of the teams stayed on shore while the other 2/3 went out and worked hard to stay upright – one did not! While the club’s instruments said the winds were

14-18, within our guidelines, Sailflow and other showed gusts higher than that. Some teams came in during the races, but kudos to those who were able to finish all three races! David Ames and PJ Buhler led the Championship Division and Frank Richards, Jennifer Judson, Audrey Duffell

led the Challenger Division after 3 tough races. Back on shore we were treated to a pulled pork barbecue dinner, followed by a meet-and-greet with the FSSA Executive Committee members that were present – President Nancy Claypool, First Vice
Continued On Next Page

Chris Cookson and crew looking good.



Kristian Weeder tossing up the seas.



President Jim Leggette, Second Vice President Nina Cummings, Treasurer Bruce Kitchen, Web Editor Diane Kampf, and NCC Chairperson Carol Claypool. It was good to hear from the other members, and we have a few items to take back to our next meeting.

Unfortunately, Tuesday forecasts were for Thunderstorms and heavy winds all day so racing was cancelled. We decided to take a trip to the United States Air Force Armament Museum at Elgin Air Force Base, which was both fun and humbling. There were many older aircraft as old as

World War I and sample bombs that could travel up to 1500 knots through water and hit their target! But the thought of how many people were injured and died in the wars over the years was hard to even imagine. We appreciate their sacrifice. You should visit if you are ever in the area.

At 2:30 AM we were all awakened to our phones blasting tornado warnings, telling us to get to the basement or the center of the house. I was wishing I had a gallon of ice cream in the freezer since that was what I wanted for a last meal. The campers back at the club huddled in the shower building, the safest place they could find away from their tents and campers.



The thunderstorms were so severe Tuesday that there were tornado watches most of the evening. At 2:30 AM we were all awakened to our phones blasting tornado warnings, telling us to get to the basement or the center of the house. I was wishing I had a gallon of ice cream in

the freezer since that was what I wanted for a last meal. The campers back at the club huddled in the shower building, the safest place they could find away from their tents and campers. A few stayed in their tents and waited it out – WOW! While there were damaging touchdowns

in New Orleans, we had fierce thunder and lightning and eventually it settled down and we went back to bed – not sure who actually went back to sleep, probably with one eye open!

Well, Wednesday was a little better
Continued On Next Page



Bad hair day & whiskers to the wind.



Perennial good sports.



Thank you Race Committee.

than Monday with winds around 20 with some big gusts and most of the teams went out to race. The wind was building as the day went on. We decided to stay on shore, which was disappointing since we drove 1500 miles to race and had not raced yet! We went to Destin and walked along a boardwalk hoping to get a glimpse of the racers out in the bay, but they were too far away to see much. It was blustery, but I did have that ice cream I had wanted on the boardwalk. I was satisfied. We also saw a fuel tank on the boardwalk in displaying a sale that said 800+ gallons for \$5000+ and we wanted to find the

boat that made that purchase! Glad it was not mine!

Back at the club after racing, those that went out mentioned that it was not much better than Monday, especially the third race which was just like Monday. After 3 more challenging races, David Ames and PJ Buhler still led the Championship Division and Frank Richards, Jennifer Judson, Audrey Duffeil still led the Challenger Division. On shore there was pizza for all the hungry sailors, and we hoped for better weather the next day.

Thursday was our dream day – sunny, winds 8-12, and we actually went out

to race. We were so happy to be on the starting line, and we gave it our all, ending up 2nd in both races! The top 5 in Championship were (1) David Ames and PJ Buhler, (2) Zeke and Jay Horowitz, (3) John Aras and John Wake, (4) Ryan Malmgren and John Eckart and (5) Tom and Melanie McNally.

The top 5 in Challenger were (1) Frank Richards, Jennifer Judson, and Audrey Duffeil, (2) Forest and Mandy Atkins, (3) Mike and Stan Graham, (4) Andrew Vanderwal and Bob Kilgore and (5) Kristian Weeder and George Vergis. See full results on FSSA.COM under Events/Regatta Results.



Planing into the harbor!



Champions on a roll with Stanley Cup Jr.



Victorious Challengers - Frank Richards, Jennifer Judson, & Audrey Duffell.



Camera shy!

One very important component of the Midwinter event is awarding the Allen Douglas Sportsmanship trophy, recognizing a participant that exemplifies outstanding sportsmanship at the event. Nominations are submitted by the skippers and tallied at the end of the regatta. This year there were 10 nominations, so there was lots of good sportsmanship going on! The most votes went to Jim Serpa for helping so many people getting boats in and out of the water earlier in the week, avoiding some confusion on the ramp and making it easier on the other participants. Way to go Jim!

So, now it was time to go home. We went home happy to have at least sailed the two races. We stayed in Ft. Walton Beach Thursday night to be well rested and then left Friday morning, saying goodbye to Roger and Kate Sharp as they made their way east to visit relatives. We headed north and made it all the way to another Walmart in West Virginia that night. On Saturday, we had some weather, snow, sleet rain, maybe some hail, lots of wind, and at the end of the storm, a double rainbow! We made it home Saturday night and picked up Dory on Sunday morning. Dory and I walked home from her spa,

enjoying the fresh air and plenty of wind, doing a little hiking along the way. We were both happy to be home.

We want to thank Regatta Chair John Farris and PRO Hal Smith for hosting the regatta and running 8 races in challenging conditions. Photo credits and thanks go to CeCe Stoldt. We sure do appreciate Ft. Walton Yacht Club stepping up and hosting us. They stuck with us even through two cancellations! Thanks also to all the participants who waited patiently for 3 years to be racing at the Midwinters. Can't wait for Bay Waveland Yacht Club next year! 🚤

Muscles from Brussels

By Rachel and Bronson Bowling, Ed Pelsser, FS2321, Midwest District



The following interview was conducted between long time Flying Scot Sailors Rachel and Bronson, and their high school exchange student Edouard Pelsser, but you'd better call him "Ed". If you've ever wanted to know what it's like to be introduced to the Flying Scot at 18 years old, read on.

Q: Who are you? Where are you from? Why are you here? Have you sailed before?

My name is Edouard Pelsser. I'm from Belgium. I'm here because I wanted to improve my English, visit the United States, discover new culture and meet new people with different mentality. Yeah, of course. I've sailed the junior fleet boats like Optimist, 420, Laser, and Hobie 18.

Q: Where is Belgium?

*Face palm. Do you know France, The United Kingdom, and Germany...? Belgium is right in the middle of them.

Q: How did you get into sailing?

I think we were on vacation and since my dad used to sail, he rented a Hobie 18. It was too windy and I was too young at



Happy crew.

first, then as I grew up, I started sailing with my mom, dad and sisters on the Hobie 18. When I was little, like 11, I had a sailing camp during a week on a laser and I was hooked. I loved it. Later during the summer, my parents found a boat on the side of the road for sale... so they asked me if I wanted a Laser, and I said YES. We have a small lake in our neighborhood, and so I could sail anytime I wanted.

Q: How popular is sailing in Belgium?

Hard to say, it's not common, but it's getting there. And it's kind of different than what I've seen in the US. Sailing is not exclusive in Belgium, I mean, where I'm from, sailing instruction might be considered expensive, by the hour. But once you have your boat and your skills, it's pretty affordable. Once a year in September, there is a regatta called the 24-hour regatta, where we sail a full 24 hours on a buoy course. Sometimes it takes an hour to make a single leg. And we did this on a 420... and it can be terrible if there's no wind. If you call that a regatta, I have sailed this one twice...I've also helped at the sailing camps as a sailing instructor. Usually, we have 50 kids split between 4 or 5 instructors. I like it. It's a nice job because it doesn't feel like I'm working when I'm doing that.

Q: Where have you sailed the Flying Scot?

My first sail on a Flying Scot was at the Carlyle Sailing Association, and no later than 24 hours after I arrived in the US. I got to St. Louis on Thursday, got registered for School Friday morning and off we went to CSA for a 3-day weekend. We set the tents up and went for a night sail Friday under a full moon. After this, we started racing at club races where I learned to crew on the Scot and in English; setting the spinnaker, raise the centerboard, jibe and tacking the jib. Then, we started going to the regattas. Glow in the Dark (CLSA), Hospice (WCSA), Open House (CSC), Fall 48 (LNYC), George Washington Birthday Regatta (GWBR). More regattas are planned for the Spring and Summer.

Continued On Next Page





Q: Have you thought about racing before joining the Flying Scot Fleet?

Not really...because it's hard, the weekends are busy with other activities. People in Belgium don't really think about traveling with a sailboat behind a car. But it's nice to go sailing on weekends or on vacation, especially when the wind is nice.

Q: Did you know what you were getting into joining the Bowlings?

Well, the first time my host parents came to me to tell me that we were going to participate in a sailing regatta at our home sailing club, and I was like, "oh cool! I got this." But I've never sailed a Flying Scot before, because in Europe, we don't have Flying Scots. And, I think I didn't realize how much we were going to sail in the US. Traveling all over the country; IL, SC, GA, NC, TX, FL, TN, ...It's a special family. I didn't realize how crazy my experience would be with them.

Q: What was the craziest?

Sleeping at a Waffle House....with my Cowboy boots on.

Q: Tell me more:

I had just sailed in the Hospice of the Upstate Regatta at Western Carolina Sailing Club and at the Open House Regatta in Dallas, Texas at the Corinthian Sailing Club over the two previous weekends. I had been the skipper as Bronson trusted me to helm the boat. We had a good a time. I think Bronson was talking about the regatta (LNYC), and so we decided to go. Some regattas have camping as part of the experience, and for others, we travel with friends and split an Airbnb house, which can be more expensive. But it could be an adventure...not sleeping on a bed, getting out of your comfort zone, yeah so sometimes when you drive so far for so long, resting at a place that serves breakfast just makes sense. I'm a fan of the All Star Special™.

Q: What was your craziest, er... on the water adventure?

At the George Washington Birthday Regatta at Lake Eustis Sailing Club in Eustis Florida, I was driving, Bronson was forward crew, and his sister Jodi (from Orlando) was riding along. In Race 2, at the first leeward mark rounding, at some point after letting down the board, we came

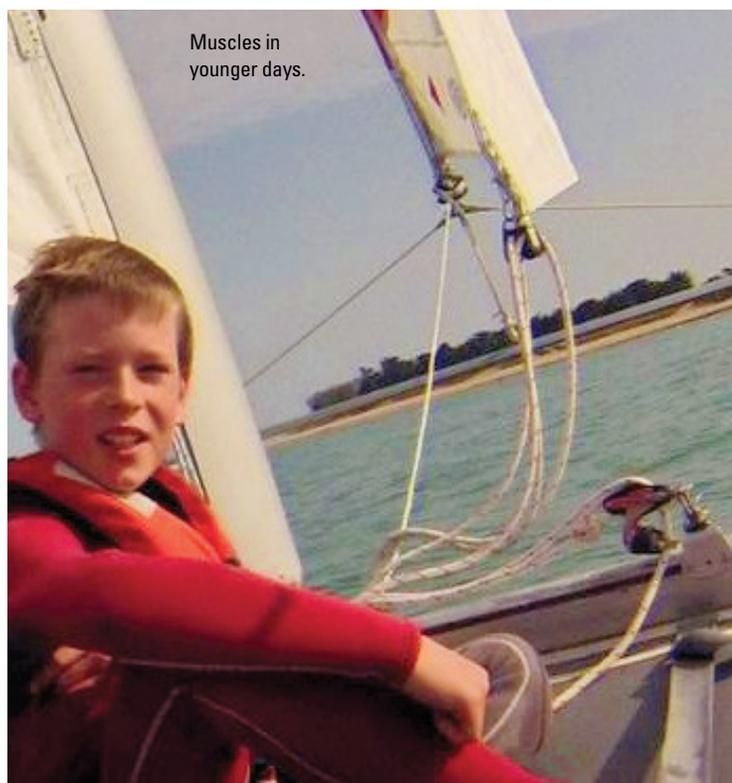
into the mark with at least 5 wide other boats downwind (two starboard tack, two port boats). Then, during the spinnaker take down, two opposite tack boats sailed upwind through our group, and somehow we rounded clean and kept going!

Q: What's your impression of the Flying Scot?

I love it. If people ask me what I love about a flying scot, I tell them, when I step on a Flying Scot, it doesn't move. Not like a 420. You step on that boat, and you're in the water. It's a fast boat, easy to handle and customizable. You can use a continuous jib sheet with 2:1 purchase, or even use a 3:1 main sheet purchase. Customized spinnakers are really neat too. As the skipper, I like planing down wind, literally FLYING, that feeling is amazing. Whoosh, it's incredible. And people who have sailed a Flying Scot will understand that. But there is no trapeze...

Q: How is it that you have become known as "The Muscles from Brussels"?

I think the first time I heard this, it was at the Hospice of the Upstate Regatta at Western Carolina Sailing Club in October.



My friend from Alabama, Barry Hambrick, called me this, and introduced me to some of his friends using my new nickname. Fun fact: I guess it stuck. Because later, at lake Norman, we showed up on Friday afternoon and I was doing some homework. Then a guy showed up and asked me if I was “The Muscles from Brussels”? It turns out that Bronson registered me as the skipper under this nickname for all to see.

Q: Which regatta are you really excited about?

That’s a good question. I’m crewing for John Cassada at the Midwinters Championship in Fort Walton, Florida. That’s really exciting. I’m also planning on the Choo-Choo at the Privateer Yacht Club in Chattanooga, Tennessee; and we’re looking at the Hog Wild Regatta near Little Rock, Arkansas. The Great 48 at Lake Norman Yacht Club and my High School Prom are the same weekend. What gives, Gateway? But I’m most excited about the Egyptian Cup Regatta at Carlyle Sailing Association (June 10-12). It’s a little sad, because it’s my last Flying Scot regatta, I have to return to Belgium after, but the thing is, I’ve heard so many times about the Egyptian Cup and

how great it is. I am so lucky that I can go to it! So, we’re kind of making it a cool, memorable, last regatta for me. I don’t want people to be sad because I’m leaving. The thing is, we are going to have a very good party. It’s also my American Aunt Linda’s Birthday on Sunday, June 12. So, if you have a Flying Scot and you want to have a great weekend with friends and have fun, you should come.

PS: At the time of this writing Ed is back from his Florida Adventure. Sunburns, salted water, sea food, sailing (of course), playing cards with Texans, watching a tornado, camping at the sailing club with my Texans and Europeans neighbors, and making new friends made this trip an unforgettable one. Thank you to John for asking me to be your crew on GOD and Country (FS1470).

Q: Wow, you’ve been to some places and seen some stuff. What are your thoughts about the people in the Flying Scot Fleet?

Most sailors that I’ve met are older than me. Obviously, they have a lot more experience. But, the Flying Scot Family in the US is incredible. Even if you’ve never met, these people are so nice and you can have

a very good conversation with them. It’s a very good way to meet a lot of people from all over the country. For me, it’s great to meet so many different people from so many different areas.

Q: Are you planning to continue your sailing adventures in Europe?

Sure, I’m planning to sail on the Atlantic with my family on the Hobie. I’ll be pretty busy with the Veterinarian school. The University I’m planning to attend is like a really big city, and they have lots of activities such as sailing. So maybe I might be able to take part in that. I think I’ll continue to teach as a sailing instructor. But it would be nice to have a Flying Scot in Belgium.

Q: Would you like to say something here to wrap this up ?

I think coming here in the U.S. was one of the best decisions I have made ever. People have made my experience greater and I got the chance to meet a lot of the members of the Flying Scot family. I am blessed to have had this experience. I will miss it and I hope some other exchange students will get the chance to get a similar one. 🚤

Success Story

By Linda Lind, FS#5356 (Hydrotherapy), Dixie Lakes District, Privateer Yacht Club



Pivateer Yacht Club is a mid-sized sailing venue located on the shores of Lake Chickamauga in Chattanooga, Tennessee.

With its location on an inland lake, it wouldn't be considered a likely candidate to be a mecca for sailing. Yet PYC is flourishing at a time of diminished participation in the sport.

When asked how they accomplished this, there is a lot of shrugging, and then the statement "It was no one thing, but lots of little things." So, what are some of the little things that keeps PYC at 100%

Members enjoying the PYC amenities.



of its membership cap and financially strong? This article will highlight a few of the strategies used by this club to keep sailing thriving in the Chattanooga area.

First and foremost, PYC boasts a *beautiful location*, with the clubhouse sitting right on the shores of Lake Chickamauga. Current members can take no credit for the foresight demonstrated by the club's founders when they snatched up fifty prim acres of lakefront property back in the early 1950's. The grounds have largely been maintained in their natural state, with a hiking trail that runs throughout the property and plenty of wonderful views along the shoreline.

Second on the list would be the efforts made by club members to *upgrade their facilities* on a regular basis. Several years ago, the membership recognized the inadequacies of their existing clubhouse, and they went about developing a plan to build a new and improved clubhouse right on the banks of Lake Chickamauga. Not only are inside facilities much improved, but the clubhouse also boasts an expansive outdoor deck and porch area with beautiful views of the lake. After completing the clubhouse project, the club moved on to replacing docks, as well as adding to the rigging docks

and junior docks. Next, they tackled the project of upgrading the kitchen, including equipment to make it easier to host large club gatherings. During this time a couple of members got together and created a donation program for club members to provide funds for the replacement of furniture. Plaque could be attached to the furniture to acknowledge their donation. Many members took advantage of this program to donate in memory of former club members who were no longer with us.

Members laid out a careful *financial plan* to pay for the construction of the new clubhouse during the planning phase of the project. After much discussion, it was agreed to use a 1/3, 1/3, 1/3 approach. One third of the projected cost was set aside from club dues over the period of several years. One third was raised through donations from club members, and one third came from a program of internal "financing," where members provided funds to the club with a promise of payback and 4% interest on the funds provided. The plan generated adequate funds to build the clubhouse with total pay back in five-years. Because of rigid adherence to the established budget, the clubhouse

building project was successful and *debt free* within five years.

The club strives to keep *membership fees low*, and several years ago, a category of membership called "associate." was created. This allows individuals to join the club for a one-year period before having to commit to the one-time capital assessment. It also allows PYC to get to know the prospective member, to be sure they will be active participants in the club and not just looking for an inexpensive place to store a sailboat. Additionally, the membership director meets one on one with every prospective new member to explain the philosophy and rules of the club, as well as to review all the resources available to them as a club member.

Sailing and racing remain the cornerstone of club activities. However, PYC tries to *supplement resources* available to members by encouraging use of the clubhouse and grounds during non-sailing times. One example is the great hiking trail that travels around the 50-acre property, offering wonderful views of the lake and the rolling hills. Paddleboards and kayaks are readily available to members on days when

Continued On Page 21

there is no wind. A swim dock is located next to the clubhouse, and fishing is encouraged from any of the five club docks. Cornhole games are always present, and the clubhouse stocks a library of sailing books and magazines. Toys are kept on site to encourage family participation, and the television over the fireplace encourages gatherings to watch sporting events, especially when the University of Tennessee plays football in the fall!

The club maintains an *active social calendar*, with regular club-wide events and educational classes, as well as, encouraging members to utilize the clubhouse and grounds for private functions, free of charge. The club has hosted many birthday parties, baby showers, and other family gatherings, and members view this as a great additional perk to their membership.

One extremely successful method for helping to keep membership levels at 100% of the cap was the development of the *Adult Learn to Sail program*. These classes are extremely popular, and requests for participation normally outpace the class capacity.

Related to this, the club developed a very active *Junior program and summer*

sail camp. For several years, an active junior race team has travelled to several out-of-town regattas, as well as, hosting a regatta at PYC. Sail camp weeks fill up quickly every summer, with significant waiting lists. Several active junior racers, as well as camp counselors, and junior club members have come from the camps.

In order to encourage newer sailors to begin racing, the club recently added a *Cruising Fleet* to weekly keelboat races. Comprised of boats that are not equipped for racing, or for skippers newer to racing situations, this separate start during keelboat races provided a less stressful way to compete, without feeling the pressure of going head-to-head with seasoned racers.

The club also regularly offers *Training Programs* for topics like how to run race committee, how to handle club boats and perform on water set up of a racecourse, and how to motor through the nearby locks. All of this provides a chance for newer members to feel more confident.

Another focus of the club over recent years has been the *encouragement of women sailors*. After attending several seminars, club members became keenly aware that the female demographic was

the only growing segment in the world of sailing. After this they increased their efforts to encourage female members to crew on keelboats, to purchase their own sailboats and to improve their sailing skills through classes focused on women. Members also jumped at the opportunity to be the first club to sponsor a separate NAC event for women. They now boast several strong female skippers and numerous women who crew on keelboat teams.

One final area of focus is the club's efforts to support sailing throughout the southeast and beyond by regularly sending teams to *sail at out-of-town regattas*. The club has a number of *travelling Flying Scot teams*, as well as Thistle, MC Scow and Melges 14 sailors who attend regattas at other sailing clubs. They also annually host several regattas for members from other clubs, as well as sponsoring junior sailing events.

If you have read this far it is easy to see that there is no "one thing" that has kept the Privateer Yacht Club alive and well at a time of diminished interest in sailing. Rather it has been a concerted effort of the membership across several key areas that keeps sailing alive and well in Chattanooga, Tennessee. 🚤



Chow time for hungry sailors.

Bungee Cord Transom Safety Line

By The Measurement Committee

Recently the Flying Scot Facebook page received a question concerning the legality of a transom safety line not attached to the rings. The system in the photos does have a line crossing the transom. However, the ends of the line are attached to bungee cords inside the boat. The bungees pull the ends into the hull via fairleads in the transom. When required, the line can be pulled out/down and used as a footstep to assist in getting back aboard. **The system does not meet the Class requirements for a Safety Line attached to transom rings.**

The Class rules state under ARTICLE S-V – RACING RESTRICTIONS subsection two:

2.) The following minimum necessary equipment shall be carried at all times: adequate ground tackle (a recommended anchor or would be the equivalent of an eight (8) pound Danforth or Northhill anchor with a minimum of one-hundred (100) feet of line); one wearable life jack-

et, either Coast Guard approved or in addition to an unapproved jacket, one Coast Guard approved life preserver for each person aboard; one Coast Guard approved throwable, a paddle, or oar; a bucket suitable for bailing; sound device and a safety line attached to the transom mooring rings.

The Safety Line requirement was added to the Class rules after a rough North American Championship where many boats overturned. Once in the water, sailors found it difficult to stay with their boats because there weren't good handholds.

There are modifications which can be made to the Safety Line which are Class legal and use the rings. Additionally, other means to get into the boat may be acceptable, such as a transom ladder common on Scots. Deck handles to assist in getting aboard from the water are unregulated by the Class rules and might be helpful. Proper sealing against

water intrusion into the core is strongly recommended.

It is highly recommended that the Safety Line be thick enough so it's easy to hold onto during the worse conditions. Staying with the boat is a fundamental tenet of safe boating.

If you have questions, please contact the Measurement Committee. ▲



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| <p>12 – Douglass; 1958; \$1,500.00; Mark Steigerwald; Elm Grove, WI; marksteigs65@gmail.com</p> <p>2151 – Douglass; 1972; \$3,900.00; Bob Chernaik; Brookhaven, Long Island, NY; 631-286-3826; robertc919@aol.com</p> <p>2984 – Customflex; 1977; \$1,200.00; Chautauqua Lake, NY; 724-612-6786; Jluit@outlook.com</p> <p>3024 – Douglass; 1977; \$3,300.00; Potsdam, NY; bohk.dg@gmail.com</p> | <p>3146 – Customflex; 1978; \$1,400.00; William Kugel; Wilmington, OH; William.Kugel@sbcglobal.net</p> <p>3249 – Douglass; 1978; \$3,500.00; Stacy; Beltsville, MD; stacyjas@yahoo.com</p> <p>5535 – Flying Scot, Inc.; 2003; \$8,500.00; Brendan Kelley; West Port, CT; bek1298@gmail.com</p> <p>5595 – Flying Scot, Inc.; 2003; \$11,000.00; Jamie; Boise, ID; 970-417-2389; jamie1858@gmail.com</p> | <p>5928 – Flying Scot, Inc.; 2010; John; Utica, MI; john01612@yahoo.com</p> <p>5982 – Flying Scot, Inc.; 2012; \$15,000.00; Yvette David; Miami, FL; Yvettedavids@icloud.com</p> <p>6065 – Flying Scot, Inc.; 2015; \$16,000.00; William Brennan; Plano, TX; 214-244-7280; whbrennanconsultingllc@gmail.com</p> <p>6173 – Flying Scot, Inc.; 2020; \$28,000.00; Dave Hanusa; Lake Ray Hubbard, TX; dave.hanusa@gmail.com</p> | <p>6193 – Flying Scot, Inc.; 2021; \$27,000.00; Mike Enright; Egg Harbor, WI; 262-278-5040; molly3enright@gmail.com</p> <p>Sails – see website for details</p> <p>Spinnakers & Parts – see website for details</p> |
|---|---|--|---|

STARTING LINE Calendar Of Monthly Events (VISIT FSSA.COM FOR A FULL CALENDAR OF UPCOMING EVENTS)

- | | | |
|--|--|---|
| <p>Regatta: 2022 Grits 'n Haggis Regatta
Date: 05/21/2022 to 05/22/2022
District: Dixie Lakes
Info: bgraves216@gmail.com</p> <p>Regatta: Buckeye Regatta
Date: 05/21/2022 to 05/22/2022
District: Ohio
Info: msweterlitsch@columbus.rr.com</p> <p>Regatta: HAWG Wild Regatta/Southwest District Chamionships At GMSC-Roland, AR
Date: 05/27/2022 to 05/29/2022
District: Southwest
Info: derrickv@rivervalleytractor.com</p> <p>Regatta: 2022 MYC Flying Scot Spring Has Sprung Regatta
Date: 06/04/2022 to 06/05/2022
District: New England
Info: dianekampf@charter.net</p> <p>Regatta: Cowan Lake Flying Pig Regatta
Date: 06/04/2022 to 06/05/2022
District: Ohio
Info: jcoggan@fuse.net</p> <p>Regatta: Greater Richmond Sailing Association (GRSA) Invitational Regatta
Date: 06/04/2022 to 06/05/2022
District: Capital</p> <p>Regatta: West River Sailing Club Dave Irely Memorial Regatta
Date: 06/04/2022 to 06/05/2022
District: Capital</p> | <p>Regatta: Michigan/Ontario District Regatta at Crescent Sail Yacht Club
Date: 06/10/2022 to 06/12/2022
District: Michigan - Ontario
Info: garriehankins@hotmail.com</p> <p>Regatta: 2022 Egyptian Cup Regatta
Date: 06/10/2022 to 06/12/2022
District: Midwest
Info: brookscb@gmail.com</p> <p>Regatta: 2022 Glenn Wesley Memorial Invitational
Date: 06/11/2022 • District: Greater New York</p> <p>Regatta: Berlin Yacht Club Invitational Regatta
Date: 06/17/2022 to 06/19/2022
District: Ohio
Info: skibums5@yahoo.com</p> <p>Regatta: Full Moon Regatta , Monmouth Boat Club, Red Bank, NJ
Date: 06/18/2022
District: Greater New York
Info: Kellybusch2@gmail.com</p> <p>Regatta: Selby Bay Summer Solstice Regatta
Date: 06/18/2022 to 06/19/2022
District: Capital</p> <p>Regatta: Deep Creek Lake Women's Regatta
Date: 06/25/2022 • District: Ohio</p> <p>Regatta: 2022 NAC at North Cape Yacht Club, La Salle, MI
Date: 07/09/2022 to 07/14/2022
District: Michigan - Ontario
Info: eric.gunderson@sbcglobal.net</p> | <p>Regatta: 2022 Midwest Districts, Delavan Lake, WI
Date: 07/23/2022 to 07/24/2022
District: Midwest
Info: randyblaser1@gmail.com</p> <p>Regatta: 2022 Sandy Douglass Memorial Regatta - Deep Creek Yacht Racing Association
Date: 07/29/2022 to 07/31/2022
District: Ohio • Info: mharaway@gmail.com</p> <p>Regatta: 2022 NERD at Moriches Yacht Club in Center Moriches, NY
Date: 08/06/2022 to 08/07/2022
District: Greater New York
Info: rlind3805@yahoo.com</p> <p>Regatta: 117th Ephraim Regatta
Date: 08/06/2022 to 08/07/2022
District: Midwest • Info: regatta@eyc.org</p> <p>Regatta: 2022 Fleet 161 35th Annual Saratoga Lake Invitational & NY Lakes Districts
Date: 08/12/2022 to 08/14/2022
District: Ohio
Info: pauldwaterfield@gmail.com</p> <p>Regatta: 2022 ACC, Capital Districts and AOD at Fishing Bay Yacht Club, Deltaville, VA
Date: 08/13/2022 to 08/14/2022
District: Capital</p> <p>Regatta: 2022 New England Districts, Stone Horse Yacht Club, Harwichport, MA
Date: 08/13/2022 • District: New England
Info: Jack3844@gmail.com</p> |
|--|--|---|

Continued On Back Page

NEW MEMBERS

Capital District

Boat # 5328

Ralph Pyeatt
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Midlothian VA 23112
namiji1@aol.com

Carolinas District

Boat # 620

Molly Black
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Asheville NC 28801
mollycblack@gmail.com

Greater New York District

Fleet # 157

Kelly Busch
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Gulf District

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Belle Mead NJ 08502
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Jeffrey Llapicco
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Lioncraft NJ 07738

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jali1@prodigy1.net

William Morgart
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Boat # 4555 / Fleet # 24

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203-536-3912

Gulf District

Eric Aschaffenburg
14073 Alcede Lizana
Gulfport MS 39503
228-234-2838

Michigan-Ontario District

Sharon Wilkes
443 Fairlane Dr.
Alma MI 48801
517-290-1825
sharonwilkes.roi@gmail.com

Midwest District

Boat # 3132

Terry R. Bush
5959 Shore Acres Road
New Franken WI 54229
920-562-8855
tbush1954@gmail.com

New England District

Boat # 2180

Peter Cholakis
16 Central Ave Harwich Port
MA 02646
781-983-1128
scholakis@verizon.net

Boat # 6258

Michael Kelly
20 Azalea Drive
Burlington MA 01803
339-223-2422
mgkelly3@gmail.com

Ohio District

Boat # 4784 / Fleet # 200

Garry Stear
5038 Jonathan Ln NW
Warren OH 44483
stearg@aol.com

Boat # 2984 / Fleet # 200

John Stevens
7171 Longview Dr.
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(214) 341-1626
5658cummings@gmail.com

STARTING LINE *Continued From Page 23*

Regatta: Saratoga Lakes Invitational Saratoga Lake Sailing Club

Date: Aug. 12-14 • Info: pauldwaterfield@gmail.com
Location: Saratoga, NY,

Regatta: Rehoboth Bay Sailing Association Invitational Regatta

Date: 08/27/2022 to 08/28/2022 • District: Capital

Regatta: Scots on the Rocks

Date: 09/03/2022 to 09/04/2022

District: Carolinas • Info: bulldogbella@att.net

Regatta: Presidents Cup Regatta

Date: 09/17/2022 to 09/18/2022 • District: Capital

Regatta: 2022 Great Scot Regatta at Birmingham Sailing Club, AL

Date: 10/01/2022 to 10/02/2022

District: Dixie Lakes • Info: Sjmorriss@yahoo.com

Regatta: 2022 Cedar Point Centerboard One-Design Regatta & GNY District Championships

Date: 10/01/2022 to 10/02/2022 • District: Greater New York

Regatta: Glow in the Dark II Regatta

Date: 10/01/2022 to 10/02/2022

District: Midwest • Info: fleet135racing@gmail.com

Regatta: 2022 Punzi Invitational

Date: 10/08/2022 to 10/09/2022 • District: Greater New York

Regatta: 2022 Wife-Husband Championship at Rush Creek Yacht Club, Rockwall, TX

Date: 10/22/2022 to 10/23/2022 • District: Southwest

Info: eric.hemker@yahoo.com

Regatta: Fall 48 at Lake Norman Yacht Club

Date: 11/04/2022 to 11/06/2022 • District: Carolinas



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