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OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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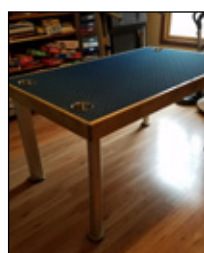
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Let's Go Juniors!

Nancy Claypool, FS#5945, FSSA President



The Flying Scot Sailing Association is having another first. The Executive Committee approved holding the first stand-alone Junior North American Championship. Cedar Point Yacht Club in Westport, Connecticut graciously offered to host our inaugural full-weekend format the weekend of July 7-9. This will be a regatta for juniors and sailed by juniors, meaning everyone on the boat will be a junior. This year to qualify, a junior must not have reached their 20th birthday by the date of the regatta. More details will be in the NOR which we are working on, and we will let you know as soon as it has been posted.

Our hosts are working to make this a fun event both on and off the water and easy for juniors to participate. They are providing several boats, or you can bring your own. This is a great opportunity for juniors to get experience beyond one and two-person dinghies and get into a great, one-design, hall-of-fame boat. They can sail two-up or, even better, three-up to handle the jib, main and spinnaker.

I ask you to start working now on plans to send at least one team from your club. Besides the sailing, I can only imagine what a blast it will be to meet other sailors from around the country at a great sailing venue. The clubhouse and pavilion area are kid friendly, plus the club has a snack bar for hungry juniors who are hanging out and who knows, maybe even a taco or pizza truck will show up! Thanks to John Cooke and Brian Hayes who have put a lot of effort into heading up this all-weekend junior championship. They have assured us that it will be FUN.

So, what do you need to do? Find some kids. Make plans to get ready to race and travel. Offer to have some Scot clinics at your club. Invite kids out to practice with you and their peers. We hope this new regatta will bring along the next generation of sailors. Let's make our inaugural event a success so that we can expand on it in 2024! ▲



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Trapani Awarded the Allen Douglass Sportsmanship Trophy at Flying Scot Midwinters

By Marc Isaacs, FS#A55478, Gulf District

Bay Waveland Yacht Club hosted the Flying Scot Sailing Association Midwinter Regatta March 11-16. Thirty boats and crew from 14 states participated. Cary Trapani of Bay Waveland was honored with the Allen Douglas Sportsmanship Award, overwhelmingly voted to him by the participants, for his actions in the rescue of two boats and crew that overturned. This is the first time this award has been awarded to someone who did not sail in the Regatta. Allen Douglass was a long-time Commodore at St Andrews Bay Yacht Club, where the Midwinters were hosted with great hospitality in years past. The award is on display in the Bay Waveland trophy case until it gets awarded to its next recipient.

Cary, with Mark Currier and Bill Brundige, who were serving as Mark-Set boat, came to the rescue of two Flying Scots on Tuesday March 14th that flipped over in the windy chop and cool temperatures. Cary wants to acknowledge that this was a team effort as the careful boat handling of Mark and the assistance of Bill were critical in performing these rescues. However, Cary was singled out as he selflessly went above and beyond to dive into the 61-degree water twice to assist in righting boats, including one that had turtled with the mast stuck in the mud at the bottom of the Bay.

With winds blowing 13-15 knots gusting to 18, Mark Isaacs and his crew John Bergeron had successfully hoisted and set the spinnaker after rounding the weather mark, sending the boat flying

With winds blowing 13-15 knots gusting to 18, Mark Isaacs and his crew John Bergeron had successfully hoisted and set the spinnaker after rounding the weather mark, sending the boat flying downwind. But then Mark and John needed to jibe to make the leeward gate. John handed Mark the spin trims, with Mark tucking the tiller between his legs. John detached the pole on the starboard side, moving it to port for the jibe.

downwind. But then Mark and John needed to jibe to make the leeward gate. John handed Mark the spin trims, with Mark tucking the tiller between his legs. John detached the pole on the starboard side, moving it to port for the jibe.

Mark started the jibe by nudging the tiller to starboard with his legs, but the boat wouldn't budge. It was like steering in concrete. Then he grabbed the tiller in hand, still not getting it to budge, but letting go of the spin trims. The spinnaker became a high-flying kite, wrapping itself around the dangling pole and port shroud. Mark jerked the tiller the other way, just to free it, and the boat rounded up, *and went over in an instant.*

Both Mark and John hit the cool water. After catching their breath and checking in with each other, Mark quickly saw why the helm was like steering in concrete – the rudder blade had flipped up. Todd Edwards who was on the Pin Set boat was first on the scene. Without a second rescue boat to keep the bow pointed into the wind, the Scot went back over as the sails were still cleated. The Mark Set boat came over to assist. Mark was getting tired and cold, and the Mark Set boat had a swim ladder

which helped in getting Mark in their boat. While Mark may have been able to work on righting the boat, Cary took charge, stripped down to his skivvies, donned a life jacket, and dove into the water. Cary and John combined their weight on the centerboard but still had a very tough time righting the boat with the resistance of the sails in the water.

Later, Cary also assisted a Clinton Lake Sailing Association boat that had also capsized.

Here's the lessons learned that day:

1. Wear your PFD. Special thanks to John Bergeron for suggesting that Mark Isaacs put on his PFD when they went out that day. Mark vows that he will always wear his PFD if the wind is 12 mph or greater and probably when it is 10 mph or more. (Note that some other classes require PFDs.)

2. Rescue boats ideally should be equipped with a throw ring float attached to line, and a swim ladder to retrieve cold, wet sailors out of the water as soon as possible. Five minutes in 60-degree water can pose danger of hypothermia and death. Sailors need to stay with their boat until help arrives but

Continued On Next Page

getting them out of cold water quickly can save lives. Also, even though you may be able to right your boat, in difficult circumstances, it's often easier to accept an offer of having someone with clear thinking get into the water and assist since capsizing can disorient teams even in a minor way.

3. Rescue boats also need a line that can act as a painter to attach to the bow and keep it pointed into the wind while righting.

4. One version of what to do for Righting a Scot: You and your crew should swim out to the tip of the mast for two reasons 1) to make sure that everyone has a place to meet and is accounted for and 2) to hold up the tip of the mast and make a plan. If you have two crew members, one should stay at

the tip of the mast and the other should swim into the cockpit of the boat. Once at the boat, uncleat all the sheets, climb in, stand on the centerboard trunk, and climb over the top (like you're getting on a horse) to get out on the centerboard. (Some part of the centerboard should be out if you have not turtled.) Once the crew is on the centerboard and able to keep the mast up, the second crew swims into the cockpit and lies on the seat that is in the water, head forward. The other crew works his/her way out on the centerboard and rights the boat. The person in the boat can keep the boat head to wind if the sheets are all uncleated. The person who was on the centerboard can swim around to the stern of the boat to get back in.

5. You can add a telescoping swim

ladder mounted on the transom and a handle on the rear deck, a brilliant solution provided by Flying Scot Inc. for helping to get back on board. Another useful device is hardware that keeps the rudder blade either in the down or up position. You can have these installed by the factory on a new Scot or order the parts from the builder and do it yourself. The next time we went out, we used a stainless cotter pin to keep the rudder locked down. You can purchase plastic pins designed to snap if the rudder hits something hard, which can save a lot of boat damage.

Cary, thanks for donning a PFD when sailors needed the assistance! Congratulations on a well-deserved honor!

Mark Isaacs welcomes discussion and comments at mark@wonderwindow.net 🚢

FSSA MIDWINTERS 2023

By Judy Reeves, Midwinters Race Chair, Fleet 98, Gulf District



On behalf of the members of Bay-Waveland Yacht Club, I want to thank FSSA for selecting us as the site for the 2023 Midwinter Championship. We had a grand time and hope you did also. The members of FSSA

The weather started off testing the best with strong winds which decreased as the week went on. The last two days were optimal sailing conditions and the races lost on the first day were easily made up later during the week.

are good sports, nice people, who we hope will not forget their friends in the GYA. Being visited by Harry Carpenter and his family was a highlight of the week.

The weather started off testing the best with strong winds which decreased as the week went on. The last two days were optimal sailing conditions and the races lost on the first day were easily made up later during the week.

We had, in both fleets, repeat winners from Midwinters 2022. David Ames, with crew member PJ Buhler, had competition, but withstood the challenge and won the Championship Division handily. Frank

Richards, with crew Jen Judkins, led the Challenger fleet with the Kampfs, Greg and Diane, not far behind.

One of the regatta workers, Cary Trapani, won the Allan Douglas award for his swimming ability and rescue techniques which were put to the test on the second day. Cary was also a fish fryer for the Monday evening meal as he is multitasked. Cary was not present for the picture taking.

Thanks all for coming to the Bay this year. Results are available on Regatta Network at event number 25614 or <https://www.regattanetwork.com/event/25614>. Look forward to the drone videos from Eric. 🚢

2023 MidWinters – Perspective of an Average Skipper

By Jim Moyle FS 2447 (Merry Way), Midwest District

Five years astern, as a Newbie, I had my first experience at a Flying Scot National Level Event – the 2018 MidWinters at Sarasota Sailing Squadron in Florida. I climbed aboard a 50-year old basket-case boat that was essentially free, and then I proceeded to spend thousands more—MANY thousands more, attempting to turn it into something for competitive racing. The boat, which I had named Merry Way as a tribute to my late wife, (her maiden name had been Mary Wey) reached serviceable levels. Merry Way was always noticed by other sailors due to its unique American Flag themed sails and hull markings. Specifically (and unfortunately), it was always noticed for where it was in the fleet, which was always at the back – as in way, WAY, WAYBACK. One of the less-than-desirable features of owning a distinctive boat. But it was NOT fast, and more to the point, neither was its skipper. If memory serves, we finished dead last in every race, and usually well back of the next-to-last place finisher. A humbling experience, but I loved it all the same. I wrote an article about it for the 2018 Spring Edition of Scots and Water. I had fallen in love with One-Design-Racing, and specifically Flying Scot Racing, and that has kept me coming back. But over the years since, I have never really relinquished the astern status, and progress has been slow. My most recent MidWinters experience in 2022, at Fort Walton Beach, was a clinic in hard earned humility.

But I am an incurable optimist, and I showed up at the Bay Waveland Yacht Club for the 2023 FSSA MidWinters at Bay St. Louis MS full of grand expectations and



hope (the old college try). I had been working on the boat all winter, and it was in the best condition ever under my ownership. I was equipped with a reasonably secure knowledge of improvement as a sailor, at least a little bit, and with what I believed would prove to be the best crew I have ever had – Mike Myers, my 32 year old nephew, a really, really good sailor. He is a talented J-24 skipper/racer who knows his way around the bow end of a boat. He has a good understanding of racing tactics, and a really great talent for reading the wind on the water. And he's been trained as a Sailing Instructor. My own private coach. Label me excited!

I arrived at BWYC on Friday, a couple of days early, alone, with my airlines pilot nephew scheduled to jump-seat fly in on Sunday afternoon. I spent a leisurely day and-a-half rigging the boat, dealing with some camp issues, and just generally enjoying myself. Weather was on the chilly side,

and a little breezier than I liked. I picked up Mike at the Gulfport-Biloxi Airport on Sunday afternoon, and upon our return he began immediately lobbying to get the boat in the water for a little practice. But it was late in the day, and it was a good deal windier than I liked. Full disclosure – I'm something of a sissy when it comes to heavy air. We didn't go. We were treated to a nice Regatta Welcome Dinner in the evening. Nicely done.

Race Day 1

Monday morning dawned chilly with heavy winds, which continued throughout the day. Race Committee postponed for several hours, and ultimately made the decision to cancel. I had been gritting my teeth all day, prepared to go out if that was the decision. But I confess that I was profoundly grateful when the decision to cancel came through. No races. The day was saved by an outstanding Southern Style

Dinner prepared by the BWYC's Board of Directors and their spouses. Crawdads, Cornbread Fried Fish, Chicken, Cajun Rice, Gumbo, and all manner of Fun Desserts. They really outdid themselves. I was still in first place and well fed.

Race Day 2

Tuesday was also chilly and windy, though not as breezy as the previous day. The Race Committee delayed the warning flag by one hour as weather forecasts predicted that it would moderate somewhat by early afternoon. That proved true, and out we went. The first of three races started at 1PM, an hour behind originally scheduled. It was still plenty breezy, on the edge of what I consider to be my skill level. A bit scary from my perspective, bumpy and tiring, but like most of the fleet, we just toughed it out. There were a couple of persistent problems that related to the Loose Nut at the Tiller (me). The first consisted of tacking errors, mostly relating to a clumsy tiller-handling technique which caused some sloppy tacks, plus a couple that were real time-killers and WAY more exciting than you want them to be. Mike taught me a safer and more efficient way to make those tacks that made them more accurate and allowed me to face forward during the entire process. He hammered me on that all week. I've been practicing those tacks in my living room with a yardstick tiller handle

and a couple of folding chairs ever since. I think I've got it down. The other problem was my shoes—which were garden variety tennis shoes that have never been particularly grippy and are utterly useless on a wet cockpit floor. They led me to slip and fall several times at particularly inopportune moments. At the recommendation of my crew/coach, I have since bought a pair of expensive dinghy racing shoes which have special water drainage capacities and extraordinary gripping abilities, made by a company called Zhik. Problem solved!

We finished the three-race day with two sixth place finishes and one fifth place finish in what ultimately was a small seven-boat Challenger Fleet. Good but not great. Most importantly, I was excited about our performance. The small fleet was very competitive, all good boats with good sailors, and they raced as a fleet, pretty close together most of the time. For me, it was an exciting place to be, and it bode well for what might happen during the remainder of the Regatta.

Race Day 3

Wednesday looked promising. The morning winds were a good deal lighter, still chilly, and winds increased significantly as the day wore on. Racing started on time at noon, and we were hopeful of a good racing day. But during a pre-race practice with the spinnaker set, one of the end clips of my 50 year old OEM Spinnaker Pole broke as

it was being taken down. I figured we were doomed, but Mike showed his stuff. He simply flew the Spinnaker completely by hand all three races that day, and he did it well enough to keep us in the races. That kid is GOOD! During the first race of the day, we made a strategic error in assessing course wind and water current, and we chose to go to go left while the rest of the fleet went right on the first upwind leg. It cost us a lot of time, and we arrived at the upwind mark late and we never recovered. We finished that race closely behind the rest of the fleet. Lesson learned.

In the second race, we had a terrific Pin End start, following by a really good upwind beat with excellent boat speed while pointing really well. As we approached the first mark, we were leading the entire Challenger Fleet, something that has NEVER happened in my old boat. Unfortunately, I had another hateful wet-footed slip as I tacked near the mark, and temporarily lost control of the tiller handle as I fell to the floor. I managed to force the tiller back in the other direction as I struggled to regain my footing, which I believe saved a broach which could have capsized us. A close call, with no really bad consequences. But by the time we had completely recovered, three boats that had been close behind us slipped past, and we were unable to catch them again. We finished that race in fourth place, but close on the heels of the boats in front.

We sailed well in the last race of the day. There were no major mistakes, and we finished in third, a personal best for any FSSA sanctioned race. We were happy as clams at high tide. A truly rewarding day.

For dinner, we treated ourselves to another terrific meal in the BWYC dining room. Mike had the Shrimp Scampi, and I had the Stuffed Pork Chop. Both dinners were outstanding. We felt like we deserved them. I'm grateful to Tyler Andrews and Flying Scot Inc for the presence of their rolling parts department. I was able to buy a new Spinnaker Pole from them that evening in the Yacht Club parking lot. Where else can you get that kind of service?

Race Day 4

The final day of the Regatta dawned

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sunny and mild, easily the nicest weather day of the week. By race time, the wind was nearly perfect, with breezes of 10 to 12 kph. Pleasant sailing, but with enough wind to have some fun. We enjoyed both races, finishing fourth and third, besting some very good boats that we will likely see again.

Our finishing positions on the last two days cemented us firmly in Fifth Place in the Challenger Fleet, my first ever performance trophy at an FSSA event. A Fifth Place award in a seven-boat fleet may not be exactly awe-inspiring to most folks, but to me it was huge. I'm just not accustomed to being there. Some friends who watched me accept my award said I was "glowing".

Make no mistake about it. From my close-up view, the hero of this narrative is my amazing crew, nephew Mike Myers, for his remarkable sailing skills, and particularly for his stubborn resolve in flying the Kite freehand in every downwind leg of all three races on Race Day 3. Without the availability of the Spinnaker, we would almost certainly have finished in last place in all three of them, which would likely have moved our overall Regatta finish out of award contention. He literally saved our Regatta for us. So Great Job, Mikey !!!

The Bay Waveland Yacht Club did a purely amazing job in presenting this Regatta, and I'd like to offer my sincere thanks to

BWYC Sailing Director Todd Edwards for his help with some time-killing electrical problems I had with my campsite logistics. And a very special Thank You also to Regatta Chair Judy Reeves who was just everywhere. What a job she did.

The Bay Waveland Yacht Club did a purely amazing job in presenting this Regatta. And finally, thank you to the Race Committee and the Flying Scot Sailing Association both of which really had it together. And to Flying Scot Sailors in general, who are some of the best people I have met anywhere.

See you at the NAC's. I promise to bring my new non-skid shoes! 🛶



Repurposing Flying Scots and More!

By Mark Riefenhauser, FS 5516, GNY District Governor

Before you go crazy thinking what the heck? Reread the title to this article and think green! It all started with a mast that I smacked into an overhead guy wire while moving my old Scot, 2516, at a boat ramp in New Hampshire years ago. How does one go about getting rid of it? My solution at the time, a flag pole. Nearly 25 years later, it still stands proudly in my front yard, and I get to see it and hear it on windy days! The soft clanging makes me feel good and soothes my nerves.

Over the past few years, I acquired several Flying Scots that were just too far gone to repair. The time and labor to fix these wonderful boats would far outweigh their value. Sadly, I had to do the dreadful task, cutting them up, three times in fact! I still cringe when I think of it and hope I don't have to do it anymore. I would much rather

restore them and get them back on the water. I started to amass parts from these Flying Scots and as you can imagine, it's a bit of a pile.

One of the masts was badly bent due to its prior owner capsizing in shallow water. I've been wondering what could it be used for? The solution, a game table that I was constructing needed legs. They worked perfectly, so I stuck with the nautical theme and added cup holders that you would find on a boat along with a blue felt top.

I then took an old centerboard cap, refinished it, and made into a shelf to hold wine glasses and other items for use outside on our deck. I added old blocks and cleats to keep the nautical theme flowing! An old Sterling trailer that held one of the Flying Scots was converted it into a utility trailer. It works great and I even used it to haul

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away the remains of you know what to the transfer station.

Got old sails! I've used a spinnaker to cover our vegetable garden to protect it from frost. Another way to be resourceful, is to send them to a company that makes them into bags. I have several and they're great!

So, you've all heard of a rock or flower garden. I have a boat garden! What??? I took the bow section of one of the Flying Scots that I had cut up, refinished it with

a good quality boat paint, and planted it! It looks great in the yard, and it is a terrific conversation piece.

My latest project is based on one I heard of years ago. Somewhere in the US there was a bar that used part of the Flying Scot as a bar. So, drawing from that, and incorporating some of the things I've done, I came up with a new idea. A coffee table! That's right, a coffee table! What to use? The stern section as the table and mast sections as

legs. I even went one step further and added a marine radio complete with speakers!

I know this all sounds crazy but look at this way: The hull and other parts are being reused instead of cluttering a landfill. Plus, it's a great conversation piece and shows off my love of boats! I hope this encourages some of you to come up with other ways to reuse an old Flying Scot that is beyond repair and help keep our planet healthy so we can keep on sailing! 🚢



Welcome to Riverton Yacht Club – and our Unique History!

By Bruce Nicholson FS 3713, Fleet 202, Greater New York District



Riverton Yacht Club will host the Greater New York District Championship Regatta on September 8 and 9, 2023, and we are working to schedule a clinic with Tyler Andrews on Friday Sept 7. Flying Scot Fleet 202 has been an active at RYC since 2014, and last summer we had 13 boats actively participating in our Wednesday night racing.

The tentative plans are to sail Friday afternoon under Tyler's gaze and then have a chalk talk where he can provide individual tips and critiques to each sailor. We will race Saturday and Sunday. We

have 2 hoists available for launching and retrieving boats. We plan to offer housing on a limited basis to those traveling a distance, but that would be on a first come basis.

Saturday night will be RYC's annual post Labor Day members' party on the pier. Join us for the Hawaiian Lu'au with live music and other entertainment! Awards will follow the Sunday racing.

Let me tell you a little about Riverton Yacht Club and why we who sail here love this place. RYC is at the end of Main Street in the little town of Riverton, New Jersey, across the Delaware River from

Philadelphia. The town was a planned community founded in 1851 and started with the construction of a pier at the end of newly laid-out Main Street. This very pier will be the center of activity for your visit.

Steamboats landed at our pier several times each day, enabling residents to commute daily from their homes in Riverton to their businesses in Philadelphia. Initially it was a summer resort, but it quickly became a year-round community. Up until WWI, steamboats ran daily scheduled routes on the Delaware River carrying passengers as well as light cargo

Continued On Next Page

up and down the river from landing to landing. Riverton's steamboat landing is the last landing to survive on this shore and we have a 501c(3) Foundation (the Riverton Steamboat Landing Foundation) dedicated to preserving the pier.

Fourteen years after the town's founding, Riverton Yacht Club was incorporated in the summer of 1865, right after the end of the Civil War. The first sailboat races were held that summer and sailboat racing has been the life of the club ever since. I have been told that when RYC adopted its burgee, it incorporated the stars and stripes, perhaps in celebration of the end of the Civil War a few months earlier. A local congressman did not like RYC adopting the national emblem. He submitted a bill in Congress to ban private clubs from doing so. That bill became law and remains so today, except that RYC remains grandfathered.

Seventeen years later, in 1882, the unique Victorian stick-style building was built on the pier to serve as the RYC clubhouse, but it also afforded a waiting room for steamboat passengers. The pass-through you see allowed for wagons to handle barrels, crates, and milk cans. The building still serves as our clubhouse 143 years later. It is listed on the National Register of Historic Places and remains much as it appeared when new.

We have completed several extensive restorations of the building and pier structure in recent decades, including

a major rebuild of part of the pier this past winter. Up until about 2005, RYC owned only the pier and building, no real estate. Our neighbors had allowed us to use their waterfront lawns as needed. But about 2005 the town deeded over the part of Main Street ending at the pier, so we now also own a few parking places. But the capacity of our main room at the club is only 35 people so that helps keep our focus on our boats and outside water related activities. That focus is strengthened by the lack of space for a restaurant or indoor bar, so members are here for the sailing (and kayaking) and the camaraderie.

One historic activity no longer takes place. If you look at a photo of the clubhouse from the early 1900s, you will see a tall flagpole on the land side of the clubhouse facing the shore. A photo taken after 1920 shows the flagpole on the river side of the building. The flagpole did not move, but the club did! The building itself was moved back from the end to accommodate the needs of a group of competitive skeet shooters from the club. And knowing the work ethic and spirit of club members working together, I would not be surprised if it was the members who all picked the building up one day and carried it to the new location!

In the 1920s, Wednesday night racing began and has continued weekly in the summer since then. With the arrival of Covid, we needed to reduce the number

of people on the pier. Now Lasers and Sunfish race Monday nights, J-22s and Mariners on Tuesdays and Flying Scots, Lightnings and PHRF on Wednesdays, starting the last week of April through Labor Day, with weekend racing continuing into October.

RYC has records dating back to 1937 for its "Upside Down Trophy a.k.a. Horizontal Trophy" awarded each year "to the member who performed the most spectacular dumb stunt or most dumb stunts during the year" Our records include not only who won but, for many, what they did to win. Awarding it is the last order of business at our annual awards dinner. After a night of an open bar, nominations are made from the floor by members (who never embellish, of course) and the winner is selected by vote of the members. Things like the PHRF boat that in a race snagged a government mark and managed to move it or the Lightning that managed to tip and swamp twice in the same evening at the same spot on the race course.

RYC has committed itself to offering its members the "thrill, companionship or calm beauty of sailing", although any non-sailor witnessing the starting line of our J-22s on a Tuesday night would have reason to wonder what companionship and calm beauty have to do with sailing.

I write all of this because I find RYC to be a special place. Having grown up sailing on the Jersey shore, with its pre-



dictable wind direction and sea breezes. I find the river offers a special challenge in racing due to the strong tidal current, lake-like winds and the occasional tugboat or seagoing ship. RYC has developed many great sailors who have won many national and international titles. The club offers great camaraderie, not only to members, but also to visitors who find themselves crewing or just on the pier watching. And because it is physically so small, it has remained devoted to sailing and sailboat racing, welcoming newcomers, and those of all levels of skill. Members are drawn to the club from the entire Philadelphia region.

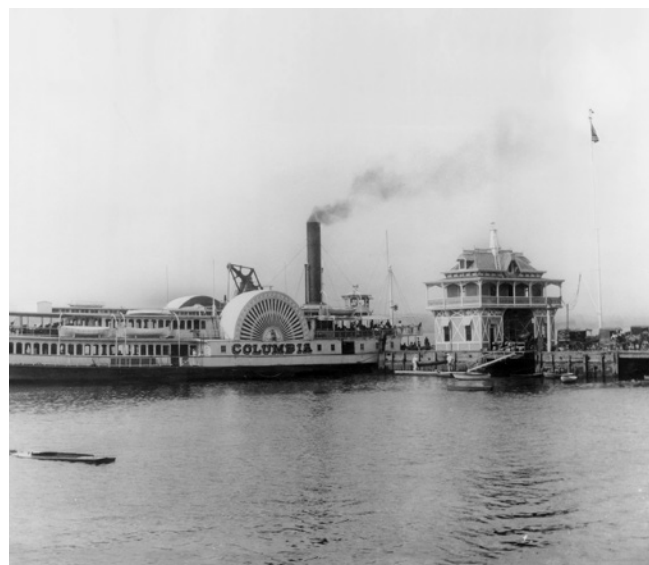
After the Second World War, there

apparently was a rite of passage for the young men at the club. Namely, to row across the river at night to the shipyard where Liberty ships were decommissioned and stripped for salvage, board a ship and return with a souvenir (and often a nickname was given based on what was brought back). So, when I first joined in the late 70s, I was friends with Boots, Bones and Doodoo (what did he bring back?) and that's how they were known.

The weekend of Sept 8 and 9 will be a blast. The luau is a popular party even when we once had to move it twice in one night to accommodate an approaching storm (from the pier to a local church hall and then back again once the storm passed).

I run into people with good memories of RYC wherever I go. A few years ago, I was at a wedding in Connecticut where I met a fellow born, raised, and residing in Vancouver Canada. When I mentioned that I was from Philadelphia, he told me about a summer he spent there as an intern after college. He then started talking about how a co-worker invited him (a non-sailor) to this club where he learned to sail, and he raced every Wednesday and what a great memory that was!

We hope many of you will join us for fun and good memories along with a competitive weekend at a unique historic sailing venue. Read more about us at www.rivertonyachtclub.org. Cheers! 🍹



Welcome All!



2023 Juniors Championship



Date: Saturday, July 8, 2023 to Sunday, July 9, 2023

District: Greater New York

Event Host Site: Cedar Point Yacht Club, CT

Cedar Point Yacht Club in Westport, CT, will host the 2023 Junior NAC. Watch here for updates!

Email: brian.hayes@northsails.com

Location: Cedar Point Yacht Club, 1 Bluff Point, Westport, CT, 06880

2023 NEW ENGLAND DISTRICTS

Date: Saturday, July 29, 2023

District: New England

Event Host Site: Sandy Bay Yacht Club

See Clubspot Registration info. on the Events Page

Location:

Sandy Bay Yacht Club • Rockport , MA, 01966

T-Wharf / Dock Square



Divisions: If 10 or more boats register in total AND at least 3 boats register in both the Championship and Challenger divisions by July 21st then separate division races will be planned, run, and recorded with a simultaneous start. Only Championship boats will be eligible to win the New England District Championship and SMSA trophies. If registrations do not meet these criteria by July 21st then all boats will race in one division.

Awards: If Championship and Challenger Divisions are used then the top three Championship boats and top two Challenger boats will receive awards. If one division is used then the top five boats will receive awards. The New England District Championship and SMSA trophies will be awarded to the top Championship Division (or overall if one division) skipper from the New England District.

Questions: Please contact Margot Hintlian at Margot1024@gmail.com or Ned Jeffries at Edward.jeffries63@gmail.com for further information.



Updated Racing Guidelines

Nancy Claypool, FS#5945, FSSA President

FSSA surveys our racers after each national event about all aspects of the regatta. I thought you might be interested in the responses from the regatta attendees who responded to our survey questions regarding wind conditions.

In response to requests and comments from Class members after last year's Midwinters and NACs, the Executive Committee appointed a Sailing Conditions Subcommittee to review our Wind Limit/ Sailing Condition Guidelines (which are a subset of our Race Committee Guidelines). This subcommittee was chaired by Jim Colgrove, Midwest District Governor. The subcommittee submitted

its recommendations earlier this year, and the Executive Committee approved the recommendations in March.

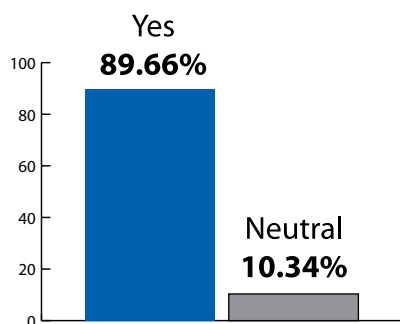
The racers at the 2023 Flying Scot Midwinters had an opportunity to try out the new guidelines at the Bay Waveland Yacht Club in Bay St. Louis, Mississippi. Sure enough, on day one of racing, we had plenty of wind, plenty of chop, with the air temperature only getting to the high fifties. Looking at the water, it seemed

to be another déjà vu from last year – do we go out or not? There were crews that decided not to rig; there were crews that rigged their boats but left them on their trailers. Chatter in the parking lot seemed to be a repeat of last year – “We’re not going out in this”; “I can go out if there is a decision to go, but I prefer not to”; and a few “I came here to race. Let’s go out.”

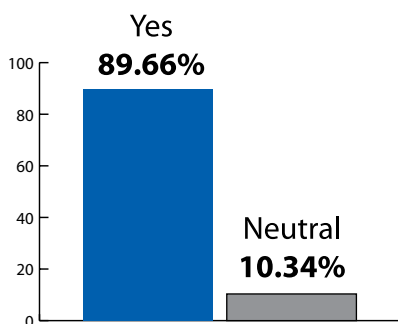
As part of our new guidelines, we have a Class Representative whose job it is to be an advisor to the PRO, particularly on the wind limits and sailing conditions. With the weather we were facing Monday, and with input from the racers (some of whom were on the Sailing Conditions

Selected Survey Questions

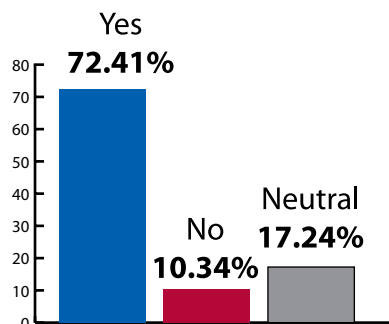
Question 8. The Class implemented new Racing Guidelines in advance of this regatta. FSSA provided a Class Representative to work with the PRO on making decisions regarding racing. Did you agree with the decision to cancel racing on Monday, March 13?



Question 9. Did you agree with the decision to postpone racing on Tuesday, March 14?



Question 10. Did you agree with the decision to run three races on Tuesday, March 14?



Subcommittee), our Class Representative met with the PRO, the Regatta Chair, and me to discuss the weather report and options. After considerable discussion, the PRO agreed to postpone for two hours, and later, with no real improvement in the forecast, agreed to cancel for the day. The majority of the racers seemed to be relieved. The next day, it seemed to be more of the same with even lower temperatures, but with the wind projected to be slightly less.

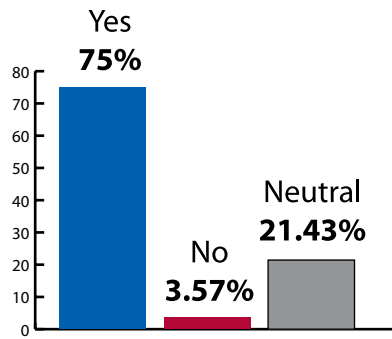
The Class Representative again met with the PRO who agreed to postpone for an hour after which we started racing.

As a result of not racing on Monday, the PRO ran an additional race on Tuesday and Wednesday so there were three races on each of those days. On Thursday, there were two races for a total of eight for the entire event (the maximum number planned).

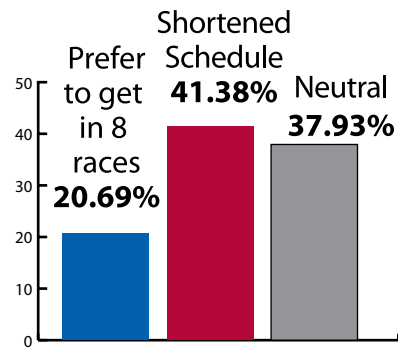
FSSA surveys our racers after each national event about all aspects of the

regatta. I thought you might be interested in the responses from the regatta attendees who responded to our survey questions regarding wind conditions. We will continue to work with our subcommittee to make any refinements, as needed. You are always welcome to pass along your comments and suggestions independently to the Executive Committee. We appreciate the feedback and will continue to review our guidelines and championships. 🚩

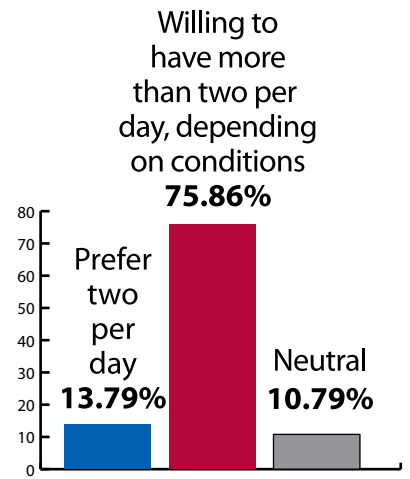
Question 11. Did you agree with the decision to run three races on Wednesday, March 15?



Question 12. In the event of a day's cancellation, would you prefer the intent to get in 8 races or would you be satisfied with a shortened schedule?



Question 13. Similarly, do you prefer to always limit the races to two per day, even if this means fewer than 8 races?



What's wrong with this picture? Photo by Jackie Cattanaach

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469 – Douglass; 1963; Jon Cook; Las Cruces, NM; joncook@barkaware.com

2262 – Douglass; 1972; **\$5,200.00**; Jon Montigny; Jacksonville, FL; jonmontigny@gmail.com

2469 – Douglass; 1973; **Best Offer**; Sandwich, MA; k2kraus@yahoo.com

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3189 – Customflex; 1978; **\$4,500.00**; Clifford Stevenson; Davison, MI; fs3158@chartermi.net

3249 – Douglass; 1978; **\$3,500.00**; Stacy; Beltsville, MD; stacyjas@yahoo.com

3948 – Douglass; 1984; **\$6,200.00**; Douglas Main; Newton, CT; dmain9348@gmail.com

3976 – Douglass; 1984; Lawrence Mead; Long Island, NY; 212-998-8540; LMM1@nyu.edu

4739 – Douglass; 1991; **\$6,800.00**; Vincent; Auburn, NY; 315-730-2613; svincent3993@gmail.com

4786 – Douglas; 1991. **\$6000**; Carlyle, IL; Thomas Baker; 217-556-5746; bakers@consolidated.net

5252 – Flying Scot, Inc.; 1998; **\$15,000.00**; Joseph Triscoli; Rockville Centre, NY; jtriscoli@msn.com

5341 – Flying Scot, Inc.; 2000; **\$15,000.00**; John Wake; Deltaville, VA; jbwake2@verizon.net

5595 – Flying Scot, Inc.; 2003; **\$11,000.00**; Jamie; Boise, ID; 970-417-2389; jamie1858@gmail.com

6161 – Flying Scot, Inc.; 2018; **\$21,000.00**; Sherman; Miami, FL; idsherman@gmail.com

6173 – Flying Scot, Inc.; 2020; **\$28,000.00**; Dave Hanusa; Lake Ray Hubbard, TX; dave.hanusa@gmail.com

6203 – Flying Scot, Inc.; 2019; Ray Laguna; Orlando, FL; 407-257-099; r_aylaguna5@gmail.com

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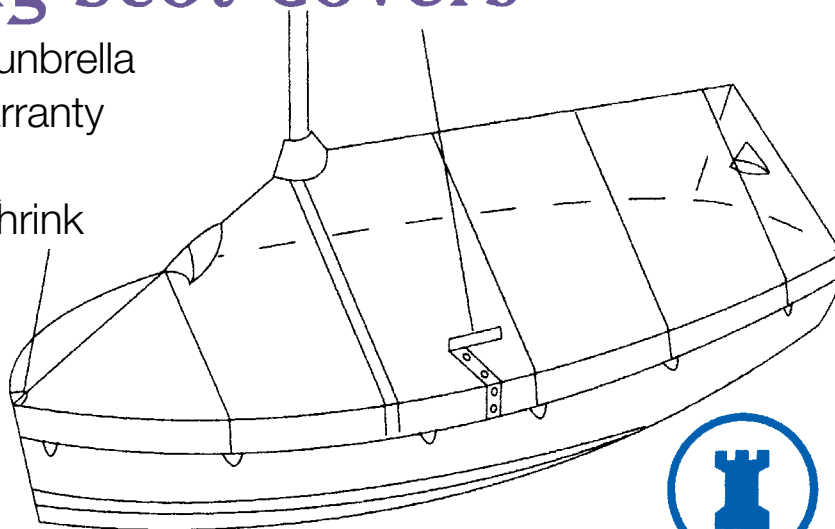
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nospamdog@epbfi.com

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Boat # 3239/Fleet # 118

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metrocommercial.com

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Theodore AL 36582
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mindysherry@yahoo.com

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judyjreeves@gmail.com

Boat # A04253

Reginald H. Smith, III
701 Jefferson Park East
Jefferson LA 70121
lordcantide@gmail.com

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Boat # 4470/Fleet # 210

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Lohman MO 65053
jaruth58@gmail.com

Boat # 2409

Randal Smith
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Monona WI 53716
r76484@gmail.com

New England

Boat # 0295

Terence M. Murch
94 Norris Rd
Weare NH 03281
terry@mytssusa.com

Boat # 1262

Current Skipper #1262
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Sharon MA 02067
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Boat # 4513 Fleet # 109

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Maryland NY 12116
jford17@stny.rr.com

Ohio

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Melvin Burch
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Tornado WV 25202
burchcnr@aol.com

Wendy Otoole
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Boat # 0866 Fleet #37

Steven Rendina
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srendina@gmail.com

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Bobbi & Bruce Sundman
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Willoughby OH 44094
sailfst7@aol.com

Prairie

Boat # A364 Fleet # 212

Terry Hill
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Littleton CO 80128
tdhill72@gmail.com

Boat # A55235

David Weinberg
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St Louis MO 63122
davidweinberg.mws@gmail.com

Southwest

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San Antonio TX 78258
bryan_calk@yahoo.com

Boat # 6217

Wayne Peacock
829 E Contour Dr
San Antonio TX 78212
shade_meet.0n@icloud.com

STARTING LINE Calendar Of Monthly Events

(VISIT [FSSA.COM](https://www.fssa.com) FOR A FULL CALENDAR OF UPCOMING EVENTS)

Regatta: 2023 Great 48 at Lake Norman Yacht Club
Date: 05/05/2023 to 05/07/2023
District: Carolinas
Contact Email: krink4@yahoo.com

Regatta: 2023 Wind and Waves One Design Regatta - Camp Hatteras, Rodanthe, NC
Date: 05/19/2023 to 05/21/2023
District: Carolinas
Contact Email: meg.phillips91@gmail.com

Regatta: Buckeye Regatta Westerville Ohio
Date: 05/20/2023
District: Ohio
Contact Email: srendina@gmail.com

Regatta: 2022-2023 Florida District # 8 - Upper Keys Sailing Club, Key Largo, FL
Date: 05/20/2023 to 05/21/2023
District: Florida
Contact Email: Henry.picco@paccar.com

Regatta: 2023 Gritts 'n Haggis Regatta & Dixie Lakes Districts - Keowee Sailing Club, Seneca, SC
Date: 05/20/2023 to 05/21/2023
District: Dixie Lakes
Contact Email: bgraves216@gmail.com

Regatta: 2023 Hog Wild Regatta - Grand Maumelle Sailing Club, AR
Date: 05/27/2023 to 05/28/2023
District: Southwest
Contact Email: harleybud99@yahoo.com

Regatta: 2023 Potomac River Sailing Association Spring Regatta
Date: 05/27/2023 to 05/28/2023
District: Capital
Contact Email: tephil89@gmail.com

Regatta: Hog Wild Regatta
Date: 05/27/2023 to 05/28/2023
District: Southwest
Contact Email: harleybud99@yahoo.com

Regatta: 2023 NAC, Lake Norman Yacht Club, Mooresville, NC
Date: 06/03/2023 to 06/08/2023
District: Carolinas
Contact Email: Porter.timothy@gmail.com

Regatta: 2023 Sail-Fest One Design Regatta - Kentucky Lake Sailing Club, KY
Date: 06/09/2023 to 06/11/2023
District: Ohio
Contact Email: DougCotton63@gmail.com

Regatta: 2023 Egyptian Cup Regatta & Midwest District Championship
Date: 06/16/2023 to 06/18/2023
District: Midwest
Contact Email: ecsutton@charter.net

Regatta: 2023 Douglas/Orr Regatta
Date: 06/17/2023 to 06/18/2023
District: Greater New York
Regatta: Glenn Wesley Regatta at Lake Nockamixon, PA
Date: 06/17/2023
District: Greater New York
Contact Email: pscheetz@ptd.net

Regatta: 2023 Lowcountry Regatta, Beaufort, SC
Date: 06/23/2023 to 06/25/2023
District: Carolinas
Contact Email: fponti@islc.net

Regatta: Fleet 42 Summer Solstice Regatta
Date: 06/24/2023 to 06/25/2023
District: Capital
Contact Email: antoniorrebelo@yahoo.com

Regatta: 2023 Junior NAC - Cedar Point Yacht Club, Westport, CT
Date: 07/08/2023 to 07/09/2023
District: Greater New York
Contact Email: brian.hayes@northsails.com

Regatta: 2023 Women's NAC at Westhampton Yacht Squadron, Remsenburg, NY
Date: 07/14/2023 to 07/16/2023
District: Greater New York
Contact Email: jentruscott@gmail.com

Regatta: 2023 New England Districts
Date: 07/29/2023
District: New England

Regatta: 2023 NERD at Saratoga Lake Sailing Club, Balston Spa, NY
Date: 08/12/2023 to 08/13/2023
District: New York Lakes
Contact Email: stephen.healey@gmail.com

Regatta: 2023 Massapoag Yacht Club 74th Annual Regatta, Big Bosts - Sharon, MA
Date: 08/25/2023 to 08/27/2023
District: New England
Contact Email: dianekampf@gmail.com

Regatta: 2023 Labor Day Regatta - Grand Maumelle Sailing Club, AR
Date: 09/02/2023 to 09/03/2023
District: Southwest
Contact Email: harleybud99@yahoo.com

Regatta: Labor Day Regatta
Date: 09/02/2023 to 09/03/2023
District: Southwest
Contact Email: harleybud99@yahoo.com

Regatta: 2023 Glow in the Dark Regatta at Clinton Lake
Date: 09/09/2023 to 09/10/2023
District: Midwest
Contact Email: eric@ericbussell.com

Regatta: 2023 GNY District
Date: 09/09/2023 to 09/10/2023
District: Greater New York

Regatta: 2023 ACC at Lavallette Yacht Club, Lavalette, NJ
Date: 09/23/2023 to 09/24/2023
District: Greater New York
Contact Email: roy@crabnet.com

Regatta: 2023 Potomac River President's Cup Regatta
Date: 09/23/2023 to 09/24/2023
District: Capital
Contact Email: tephil89@gmail.com

Regatta: 2023 Scot-A-Hoochee Regatta at Lake Lanier, GA and Clinic
Date: 09/23/2023 to 09/24/2023
District: Dixie Lakes
Contact Email: fs3754@gmail.com

Regatta: 2023 Wife Husband Championship, Birmingham Sailing Club, AL
Date: 09/29/2023 to 10/01/2023
District: Gulf
Contact Email: wadesail@att.net

Regatta: 2023 Cedar Point Fontelieu One Design Regatta
Date: 09/30/2023 to 10/01/2023
District: Greater New York

Regatta: Great Scot Regatta
Date: 10/06/2023 to 10/08/2023
District: Dixie Lakes
Contact Email: wadesail@att.net

Regatta: 2023 Roger Punzi Invitational
Date: 10/07/2023 to 10/08/2023
District: Greater New York

Regatta: 2023 Wurstfest Regatta at Lake Canyon Yacht Club, TX
Date: 11/03/2023 to 11/05/2023
District: Southwest
Contact Email: wright_bo@hotmail.com

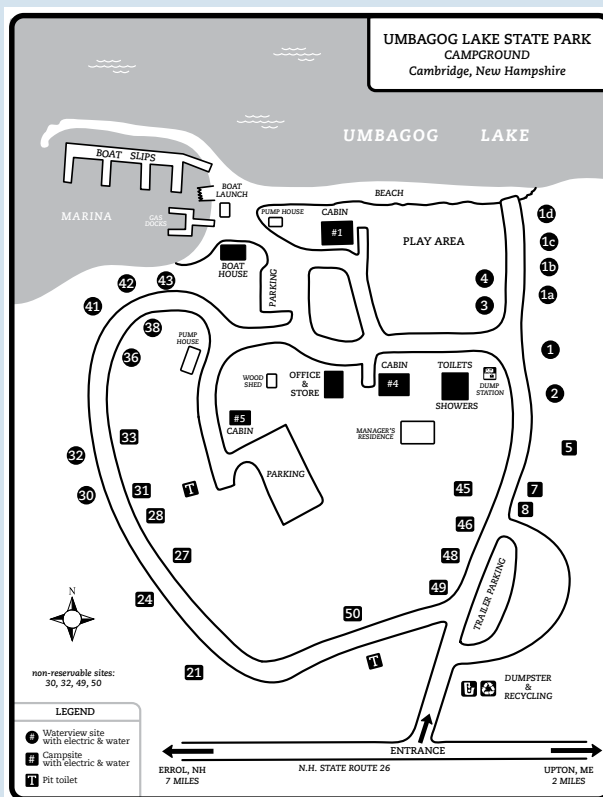
**Regatta: 2023 Fall 48 at Lake Norman
Yacht Club****Date:** 11/04/2023 to 11/05/2023**District:** Carolinas**Contact Email:** jprice400@yahoo.com**Regatta: 2024 Wife Husband Championship,
Atlanta Yacht Club****Date:** 09/28/2024 to 09/29/2024**District:** Dixie Lakes**Contact Email:** artmolitor@yahoo.comVISIT [FSSA.COM](https://fssa.com)FOR A FULL CALENDAR OF
UPCOMING EVENTS)

Be Prepared! Tie those trailers down.

**Flying Scot Cruising Club Rendezvous in 2023**Check for more details: <https://fssa.com/upcoming-events>**Extend your Midwinters and Latesummer sailing!**

Join Tim Mallette and friends for a day sail or extended stay at Lake Umbagog State Park in Northern NH. The base camp is located along the southern part of the lake off Route 26 approximately six miles from the center of Errol. There is a new building that features showers, sinks for washing dishes, and a deck with Adirondak chairs overlooking the lake. Both RVs and tents are welcome at the base camp shown on the map. Tim and crew will be in Cabin 5 from Sept. 5 to the 8th and then he will sail north to a remote site near the Ellis Camps. It is an eight mile sail from the base camp to the Ellis Camps. There is an aluminum dock at the Ellis Camps and a power boat that makes routine runs from the base camp. Unfortunately, all the remote cabins are typically booked by November or December. There could be cancellations, so it doesn't hurt to get on the notification list. If four walls are mandatory then maybe bring an RV or sail for a day this year and plan for a longer stay next year or the year after! It would be marvelous to see some additional Scots on the lake this year.

The closest towns are Colbrook NH, a 45 minute drive, and Rangely, Maine which is about an hour away. Bring your own entertainment! Lake levels can be low in September, but the state boat ramp is excellent. Some years it is warm and other years it is chilly. Book your camping site today at bit.ly/bookNHnow - (603) 482-7795 and *come prepared!*

**September 5 -15, Lake Umbagog, New Hampshire / Maine – Contact Tim Mallette: crestofthewave@outlook.com**

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Columbia, SC 29223

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