

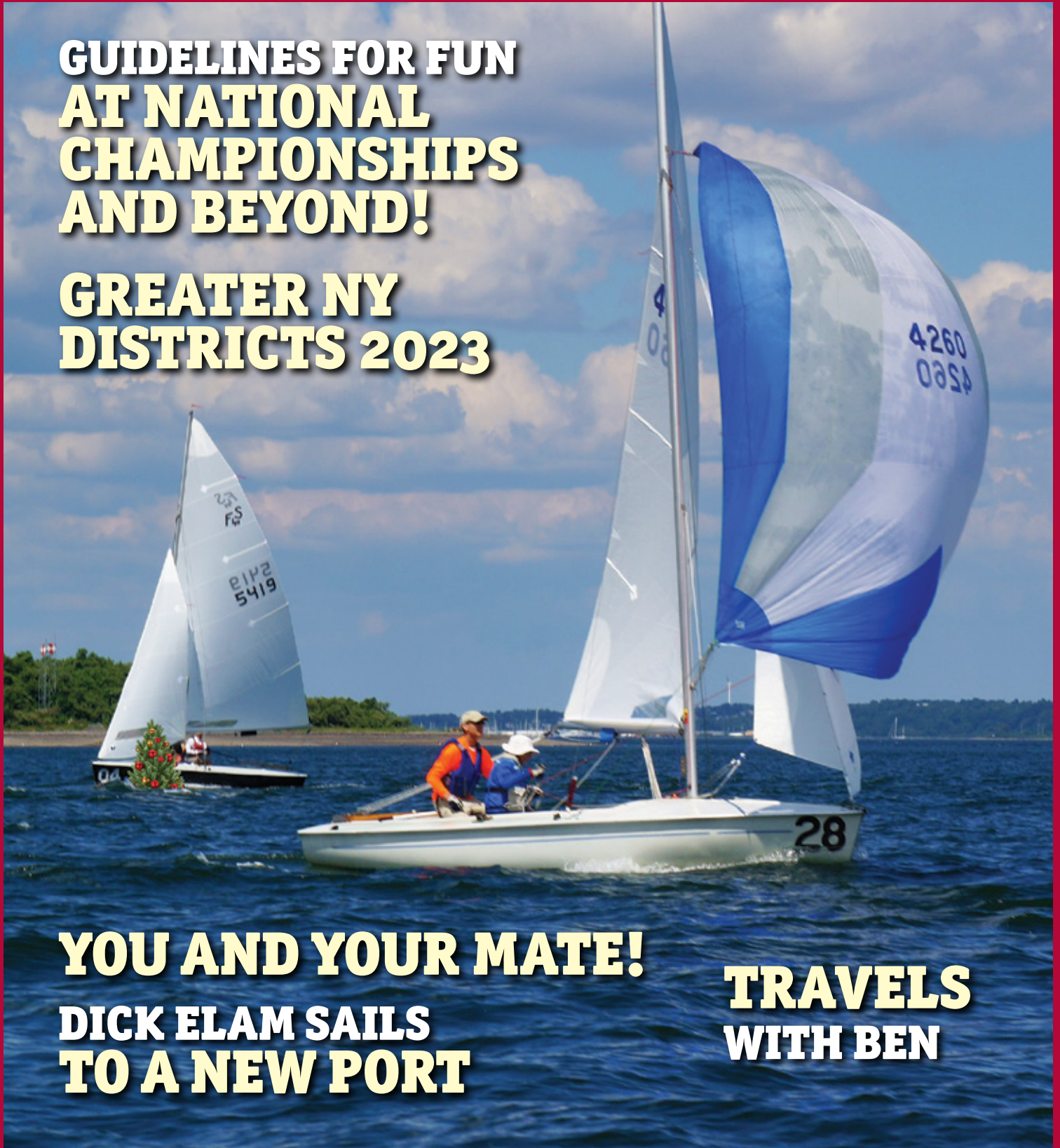
SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 67 | NUMBER 5 | 2023

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FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

PRESIDENT

James A. Leggette*
106 Dover Court
Starkville, MS 39759
601-212-7578 • jim.leggette@gmail.com

FIRST VICE-PRESIDENT

Nina Cummings*
1239 Rivercrest Drive
Mesquite, TX 75181
214-546-5064 • 9abcummings@gmail.com

SECOND VICE-PRESIDENT

Bruce Kitchen*
8910 Farndale Way
Maineville, OH 45039
513-339-0873 • brukit@aol.com

SECRETARY/TREASURER

Jim Colegrove
W8021 Park Lane Rd
Lake Mills, WI 53551
(920) 723-1915 • jcolegrove@charter.net

COMMODORE

Nancy L. Claypool*
712 Constantinople Street
New Orleans, LA 70115
504-251-3926 • nclaypool504@gmail.com

IMMEDIATE PAST COMMODORE

Bill Vogler*
9535 US Highway 51
North Cobden, IL 62920
618-977-5890 • wvogler@siu.edu

FSSA MEASURER

Roger Sharp*
36 Stewart Street
Franklin MA 02038
203-856-6842 • rjsyachting@gmail.com

EDITOR, SCOTS n' WATER

Tim Mallette*
193 Nottingham Rd.
Deerfield NH 03037
603-244-8844 • SnW@use.startmail.com

WEBPAGE EDITOR

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-847-8401 • dianekampf@charter.net

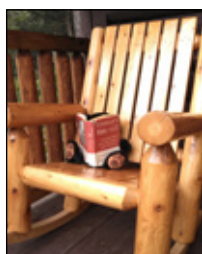
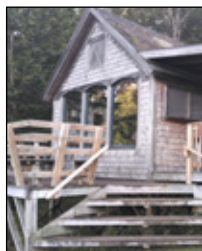
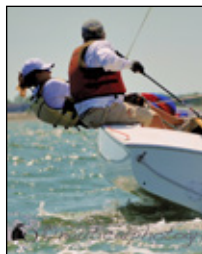
PARLIAMENTARIAN

Larry Taggart*
5809 Memphis Street
New Orleans, LA 70124
504-482-7358 • taggline@usa.net

DESIGNER (1904-1992)

Gordon K. Douglass

*Denotes Executive Committee Members



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

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

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Cover Photo: Ned and Will Jefferies having fun and showing good form at the 2017 NAC in Newport, RI

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Looking Ahead

Jim Leggette, FS#1518, FSSA President



When you read this, I will have had my hand on the helm of the FSSA for almost six months. During this time, it has been a privilege getting to know you better as we work to make our beloved organization stronger.

Looking ahead we face significant challenges that are solvable. There are several storm clouds on the horizon which the FSSA and similar organizations face. One, demographics are not our friends. Two, work/life balance issues make it harder for people to devote large blocks of time to sailing and other recreational opportunities are pulling people away from sailing. Three, unlike earlier generations people are less likely to join organizations of all types, this has been dubbed the bowling alone phenomenon. As sailors, we curse when the wind shifts especially if it sends us to the back of the pack, but we adjust our sails and work with the conditions that nature handed us. To that end, we have embarked on a series of initiatives to respond to the wind shift.

One, to better understand what is on the mind of our members we have instituted a series of Virtual Happy Hours. In these sessions, FSSA officers, district governors and fleet captains meet online for an hour or so to discuss our mutual problems and opportunities. The first sessions were productive and at times eye opening since we had some notions confirmed and we learned some things we had not considered. We look forward to more feedback from future Virtual Happy Hours. Thanks to 1st Vice President Nina Cummings for scheduling these.

Two, for our national events 2024 will be a year of experimenting with formats. Over the years, members and host clubs have suggested some changes that will make events easier to attend and to host. This year for the Midwinters at Lake Eustis, the regatta over a long weekend starts the Friday of President's Day weekend. Our North American Championships which return to Cedar Point Yacht Club in Connecticut will allow competitors to "self-select" if they want to be in the championship or challenger division rather than spending a day for the qualifiers. At and after

One, to better understand what is on the mind of our members we have instituted a series of Virtual Happy Hours. In these sessions, FSSA officers, district governors and fleet captains meet online for an hour or so to discuss our mutual problems and opportunities.

each of these events, we will seek the input of the competitors and then decide if this should be a permeant change.

As an organization changes who is on watch, it provides the opportunity to get "new" people involved. We have been fortunate to add to our executive committee, two individuals who bring experience and passion to our class leadership. Jim Colegrove, who hails from Wisconsin, has joined us as treasurer. Not only does he understand the numbers and what they tell us, he is a good leader and team player. Steve Comen from Dallas now serves as chair of the National Championship Committee. Steve is a problem solver and has a wealth of experience managing large sailing events. Carol Claypool has assumed responsibility for the amendments committee where she has the challenge to fill the big shoes left by Dan Goldberg who held that post for many years.

Three, Our biggest challenge for 2024 will be membership. Membership has declined for the FSSA and other classes over the last 25 years. While we are one of the stronger associations around that should not be entirely comforting. Improvements in our membership numbers are imperative which will give us the funds to continue to provide/publish *Scots n' Water*, maintain FSSA.com, offer sanctioned and offer better services to you. For us to achieve this goal please renew promptly and encourage your fellow Scot sailors to do the same. 🚢



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The Flying Scot Class Wind and Sailing Guidelines

By Deb Aronson, FS# 6144, Past Scots n' Water Editor, Photo credits: Art Petrosemolo

The Flying Scot Class has established wind and sailing guidelines. These are guided by both safety and the nature of this particular boat and are the result of many hours of discussion and experience.

How many of you reading this know:

- 1) that FSSA has official wind guidelines regarding racing? and
- 2) what those guidelines are?

Do you know where to find them? Have you discussed them with your fleet members or referred to them during an invitational regatta?

After competing at the NACs in Newport, and again in Sandusky (Sandusky!!) and *then* the Midwinters at Ft. Walton in 2022, I had had enough. The wind at these events was way above the class limits (as anyone who was there will tell you). Sails flogging, boat way up on its ear, me valiantly hiking each entire hour-long race (of which at Ft. Walton there were four in one day!); this was not racing, this was survival. Stick a fork in me, I was done. If this was Flying Scot sailing, it was no longer for me.

So, I wrote to our then-class president, Nancy Claypool. My main message was this; if the class culture was changing in favor of very heavy wind, in which two large, young men could fare just fine but the rest of us struggled, then that was okay. Just let's make that official, because until that situation changed, I was no longer participating in national events.

Nancy's response was to put me on a committee to investigate our class guidelines and what we could do to hold more humane, and fair events. For the last year or so, eight sailors, all of whom travel regu-



larly to national events, met for hours on zoom, going down various rabbit holes of Beaufort Scale, the impact of air temperature on wind pressure, how to measure wind most accurately, and more.

Another important issue we discussed is that PROs often feel (consciously or not) that they haven't done their job if they don't run the maximum number of races listed in the NOR. Admittedly, being a PRO can be a thankless task. There will almost always be lots of backseat driving (though I will say I have rarely if ever heard this kind of grumbling among Scot sailors...) and the PRO feels that if they squeeze in every race (no matter the conditions), then no one can grumble.

Our message here, though, as a class, is quality over quantity.

Ultimately, we determined that it was not necessarily the guidelines that needed to be changed, at least not yet. It was a matter of communicating the existence of these guidelines to the regatta organizers, the PRO, and the competitors, because: *in every high-wind instance that I mentioned above, there was a disconnect between the regatta organizers and those calling the shots on the water.*

The FSSA sailing condition guidelines (you can download them here - <https://www.fssa.com/node/1489>) do no good if no one knows about them. Very often these days our PROs are not regular Flying Scot



Ultimately, we determined that it was not necessarily the guidelines that needed to be changed, at least not yet. It was a matter of communicating the existence of these guidelines to the regatta organizers, the PRO, and the competitors, because in every high-wind instance that I mentioned above, there was a disconnect between the regatta organizers and those calling the shots on the water.

racers, but people who come from other classes with their own ideas of reasonable sailing/racing conditions for the boats they are familiar with.

It is our job as a class to tell them what our guidelines — that others worked so hard to establish — are.

Our hope is that when you read this article you will print the sailing condition guidelines from the FSSA website, attach it to your club's fleet page and hand it to your

fleet captain, the PRO at your next event and, ideally, every competitor as well.

We also hope that if you are the RC chair for your regatta, that you will talk to your PRO very explicitly about these guidelines and that you will tell the PRO and the participants that you or another member of your fleet will be the contact between the PRO and the racers. If they have questions or concerns about whether the conditions fit our guidelines they can

reach out to you on the water via radio.

As we all experience more extreme weather conditions, we must become more familiar with the class guidelines, to have safe and fair competitions.

And finally, I will note that the very first line in the wind guidelines document is this: *The Flying Scot Class gathers at regattas to crown a champion but also for everyone to have fun.*

Go have fun! 🚢

National Championship Committee Update

By Steve Comen (6090), South West District, National Championship Committee Chair

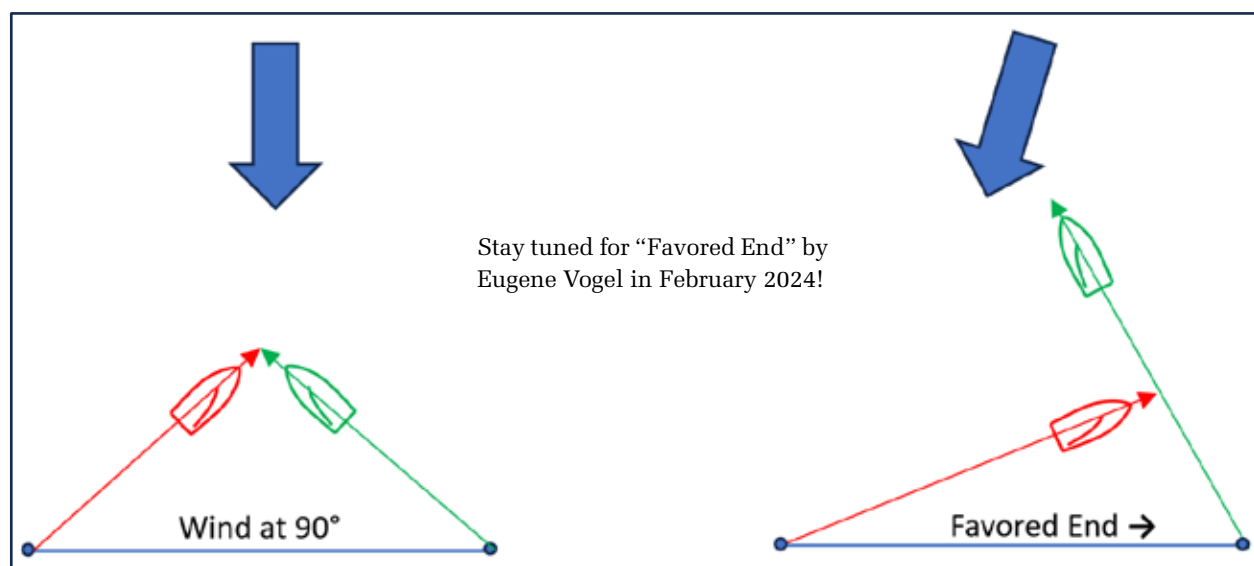
After the NAC this year, Jim Leggette asked me to take over as chair of the National Championship Committee. First, please join me in thanking Carol Claypool for her many years as chair of this committee. Under her leadership the team did an excellent job of putting NoR and SI templates in place, developing documentation and procedures on how to run our championships, and continued to support the high-quality championships we all enjoy. Second, a quick introduction: my wife Renee and I bought our first Flying Scot in 1993 and have been racing Flying Scots at Corinthian Sailing Club in Dallas ever since. Our first national regatta was the infamous 1994 Wife-Husband Regatta at CSC; since then, we have competed in many NACs, Midwinters, and Wife-

Husband regattas. I am a US Sailing Regional Race Officer, Regional Judge, and Level 1 Dinghy Instructor.

One of the major items I want the NCC to focus on moving forward is how to increase participation in our national events while still maintaining the quality that we have all come to expect. Two experiments are planned for next year to help understand ways we can address this. First, the 2024 Midwinters will be a 3-day regatta at Lake Eustus, Florida. The regatta will be Friday through Sunday, and Monday is President's Day. Hopefully allowing people to attend without having to take as much vacation will help allow more people to race. Second, we will not have qualifiers at the 2024 NACs at Cedar Point Yacht Club in Connecticut; instead, you will select your fleet during registration. This will allow us to have an 8

race championship series across four days without having to try to force in a 3-race regatta on the first day. Note that we are not shortening the schedule for NACs at this point. It is something we may consider in the future, but there are other items that need to be addressed to allow this, such as how to deal with measurement, requirements for the annual meeting, etc.

Both changes are just experimental for 2024. We will survey people after each regatta to get feedback. In addition, we are very interested in feedback from sailors who do not attend Midwinters or NACs but would consider doing it in the future. Specifically, please let us know what we can do that would make you more likely to attend future regattas. We are also interested in your feedback on any other items related to our national championships. You can contact us at ncc@fssa.com. ▲



Travels with Ben

By Tim Mallette, FS#18, *Scots n' Water* Editor

If you are at all like me, you need a vacation now and then – preferably now. I usually take one in September. Often the early autumn is a good time to escape to Northern New England, and many times the Scot has and will tag along. Usually, my wife and I meet up with friends. Some of the best times have been when she loads the horses and dogs into the cattle trailer, and I hook up the Scot. Planning for these vacations now needs to start to some degree over one year in advance for many destinations. I am not the best planner, because I set a date and then go, God willing.

I decided to return once again to Lake Umbagog along the NH/Maine boundary. However, the uncertainty of weather, the camping facilities, and the need to venture into the unknown were deterrents for over-selling the venue to FSSA members. A notice was posted in *Scots n' Water* after some discussion with the Cruising Committee, primarily Jan Reimers (4134) Fleet 196 Massabesic Yacht Club. Jan and I planned (mostly Jan) a successful trip to Lake Champlain a few years ago, and a southern cruise that needed to be postponed due to weather was scheduled. Thanks to Adele Dauphine for the effort in trying to make the Lake Pontchartrain event a thing in 2023!

Plans often change. Sometimes I don't even plan because, well, one needs to adjust to changing conditions anyway. I was pushing hard at work and racing all summer, so downtime was needed for attitude adjustment. The racing I do is not always totally fun and tends to involve some psychologic stresses. I typically want to leave it all behind in the autumn when



things start dying away for the season.

Not a soul contacted me with any interest whatsoever about Lake Umbagog. My wife informed me that she needed surgery the week before the scheduled vacation. It was “routine”, and she was anticipating being able to tag along with equestrian friends for a ride in Maine at the same time

as the Umbagog trip (scheduled and discussed 11 months in advance). Sailing and camping would be too much for the recovery. Some might say that a good husband would change his plans and stick around to muck stalls and comfort his wife. From experience though, with this woman, that tends to leave one tagging along with lady



friends with a totally different agenda. There is no rest and recovery.

After the Labor Day races at Sandy Bay Yacht Club I hauled the Scot and the Star. Last minute “plans” were laid to extend the season for the Stars, so I was generally treated like a traitor to leave early. One fleet member suggested I should pay

extra for dues. Normally there is a Gusto Cup and another rivalry between Flying Scots and the Rhodes 19 Fleet, but it was cancelled in 2023 because of tensions in the Rhodes Fleet. My new agenda was to get north and inland of Tropical Storm Lee. I towed the Scot back home and loaded up with camping gear.

It was late in the afternoon when I started off for Umbagog. I took it slow, because safety first in my 82 F150 with ancient trailer rig. Many, many crazy souls on the highway bound for who knows where, they are the real hazards. Insurance, taxes, and all the bills were paid for the next couple of weeks. My wife’s surgery was a



success. She rode shotgun with a friend to a camp in Maine. I made it to Berlin by twilight when the right side trailer light went out and the high beams caused all the lights to go out. Probably a relay. The left turn and cyclopes brake light worked which was good enough for me. I managed to get onto NH Route 16 with

no one behind me, but eventually a late model sportster came up from behind. They flashed on the high beams and stayed on my tailgate. I didn't want to pull over for fear of driving off the shoulder and into the Androscoggin River. Moose lurked in the coalblack darkness. They kept on my tail until Route 26 when I split for

Umbagog and they sped off for Rangely or a crash date with a moose. I swung into base camp 10 minutes after curfew. The neighbors didn't complain. The staff had left the key to Cabin 5 in the door for me.

Unlike last year, the weather was spectacular when I awoke, and the forecast

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Base Camp Cabin 5



was balmy for the next week! It was an Indian summer with light to moderate breezes. I looked around the base camp to see if there were any surprise Scots. Nothing doing. I cancelled the remote site booking and swapped it for Ben's cabin which had become available at the last minute (it was booked a year in advance).

Next, I unloaded the gear into Cabin 5 and unhooked the Scot because I needed to drive to the Colebrook IGA for groceries. There had been no time between hauling the boat and loading up for the trip. Up and over Dixfield Notch and back up and over during a brief thunder shower and I had all the sustenance needed for the

week. I did remember to stop for beer on the way north.

I launched at the state ramp, because it was easier than the ramp at the campground this time of year when the lake level is typically lower. It is controlled by a dam in Errol. Lake Umbagog is actu-

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Interior of Cabin 5



The Throne

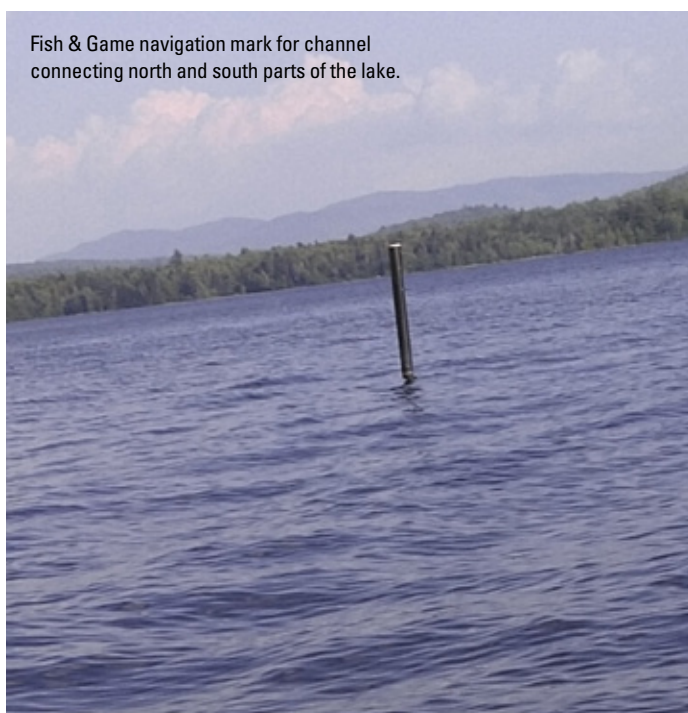


ally two natural water bodies joined by the backwater from the dam. The conditions were perfect for single handing, and I sailed 8 miles to the northern part of the lake and returned to Cabin 5 for the evening. I tied up in a slip because act and beg forgiveness, no one else was using the dock. In the morning I loaded up the Scot

and my trusty Avon skiff and sailed back north to Ben's cabin. Ben was happy to be going home.

Ben's cabin is a wonderful place if remote sites are inviting to you. I would be spending the next five days here. I flopped a big steak on the grill and baked a potato in tinfoil. Cracked open the Jefferson whis-

key and grabbed a book from the shelf. Someone had left Citizen Paine for others to read. Ben flipped open Century's Ebb, by Dos Passos, published post mortem. We were silent watching the sun go down scribbling in the margins. I flicked on the solar light and finished 100 pages before dozing off.



Fish & Game navigation mark for channel connecting north and south parts of the lake.



The next day brought spectacular sailing weather all be it a little sporty for a single hander. I rigged a smaller main sail and set off to explore the Maine shore. There are a few remote sites on the shores of Lake Umbagog that appear to be suitable for Scots to anchor off. Remote Site 14 is a long way from base camp, but I plan to

return to stay over there in the future. One might be able to tuck into Remote Site 13 or 18 (see campground map on the website). I crossed the lake and tacked when the centerboard touched the thick vegetation along the shore of the floating island.

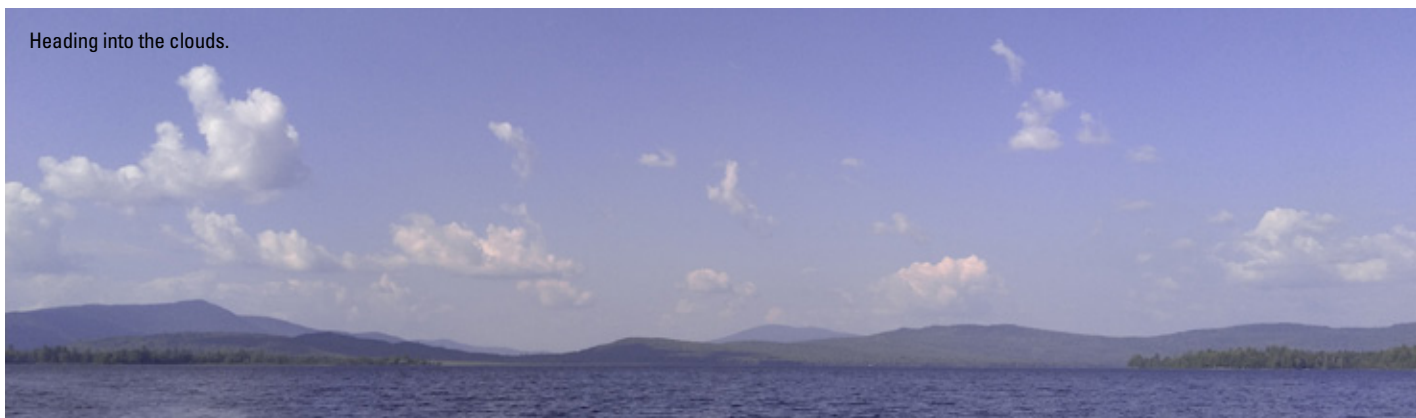
Back at the Ellis Camps I met Mark, who was staying in Jen's Cabin up the hill.

Mark is a nature photographer. He has a canoe with an umbrella and sometimes he sets his equipment up in the water to capture the best shots. He was impressed with the distance I covered sailing the Scot that day as the whole upper lake was visible from his deck. Unlike sailors, he likes it calm and flat, preferably with

I love a good cloud.



Heading into the clouds.



Base Camp dock.



dark clouds. The loons are plentiful and calm the nerves with their ery coos in the expanse. I asked Mark if I snored too loud. He chuckled and said he couldn't hear anything. The cabins are nicely separated by a couple hundred feet of woodland. The other two cabins were vacant. No shows. Once, my wife and I stayed in the

Honeymoon Cabin, which someone at the base camp called the Divorce Cabin, but we are still married. Maybe because we took our Honeymoon Cabin after 20 years together. Ellis Cabin is the biggest. There are four cabins maintained well by NH state parks. Umbagog staff are friendly.

The next day was excellent sailing in

lighter winds, so I had a full rig. I ducked into all the corners of the northern and central parts of the lake. There are some rocky spots, and one needs to be careful close to shore no matter what the level of the lake. Ledge and boulder hazards are visible, and they can be avoided. Best to

Continued On Next Page



Heading out with North and Schurr.



I had an Epiphany.

have Mark Twain on board, or at least mark twain. There are no surprise hazards in the middle of the lake to the attentive mariner. Prudent to stay between the channel markers when sailing between upper and lower parts of the lake. It is possible to sail outside the channel, but there is an old stone wall that is only a couple feet

down in spots. You could stub your toe. Average depth in the lake is approximately 15 ft., but there are deep holes over 40 ft. Allegedly there is land lock salmon, but I've only caught small mouth bass. I'm sure there is trout in the colder waters. The lake is popular for anglers.

One day it rained, and I read books all

day with an occasional trip to the out-house. The authors are my dead friends in times like these. There was a giant wolf spider that kept me company too. I left the door open for the view from the throne. Mark was busy on his solar powered computer. The only electronics I had was a radio, flashlights, and my cell



View of central part of the lake.



Approaching the Maine shore near Remote Site 14.

which only had service from the center of the lake. I read the visitor's log. It's a one room cabin with the bed near the large picture window. One couple told about a visit from Ben's family. They woke up to see the whole family peering at them from the deck. Papa bear tried to open the side door! They were able to hold the door

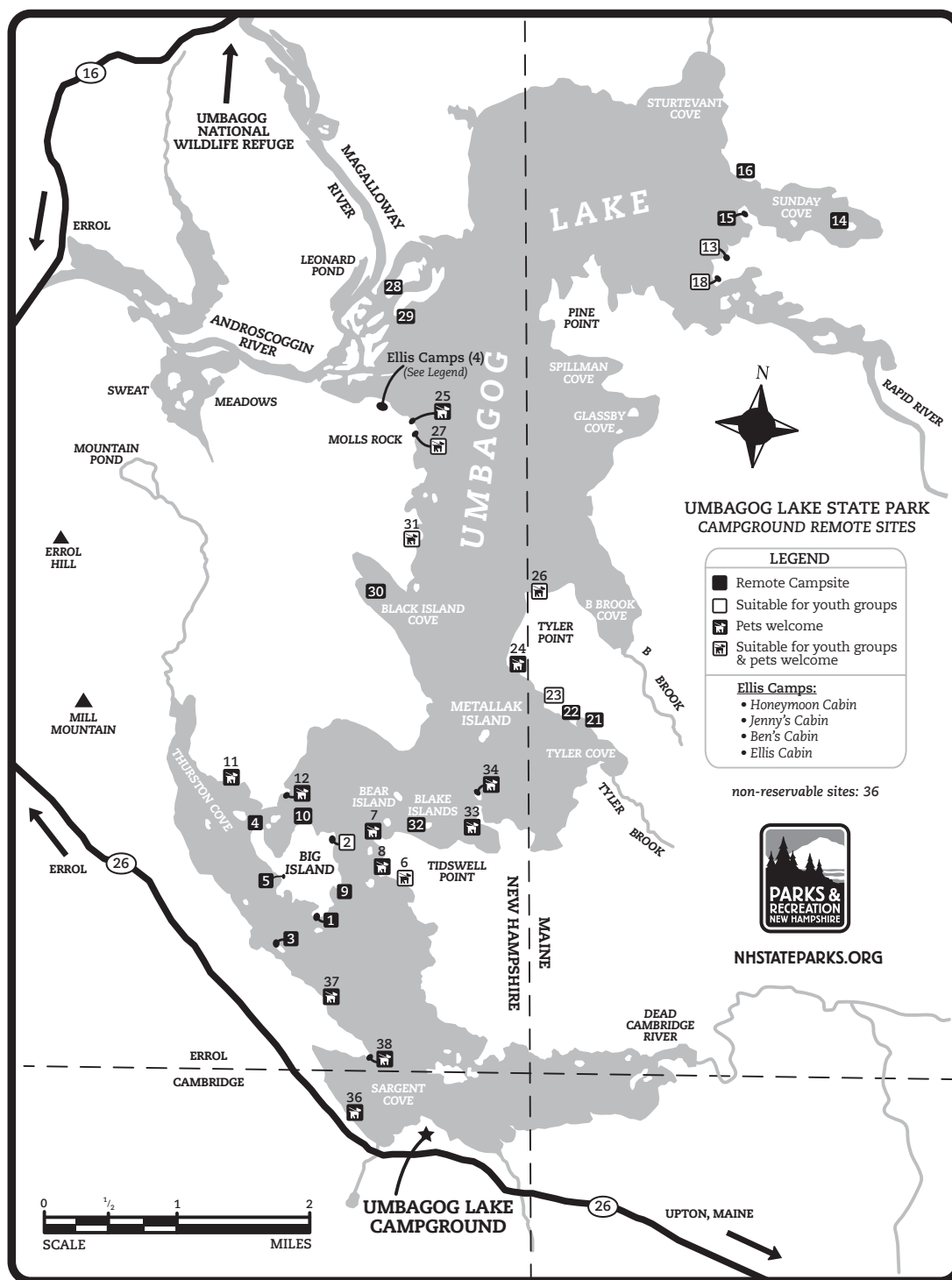
shut, but the log did say that they spent the rest of the week sleeping in the loft. My snoring must have kept Ben's clan away. Log:

June 21, 2023

Came up for a 2 night fishing trip. Overall great weather, but it came with a

lot of bugs. Caught plenty of bass, mostly 1 - 2 lbs and along the shoreline going south. Saw plenty of wildlife, but the bear experience was the most surprising. Nothing like being woken by two black bears and their cubs right on the front porch! We didn't leave any food

Continued On Next Page



outside, nor did we ever cook outside, making the experience more surprising. I started getting scared when papa bear started pushing on the doors. Because of this, I finished the night in the loft. Fortunately, this was the last encounter with the bears.

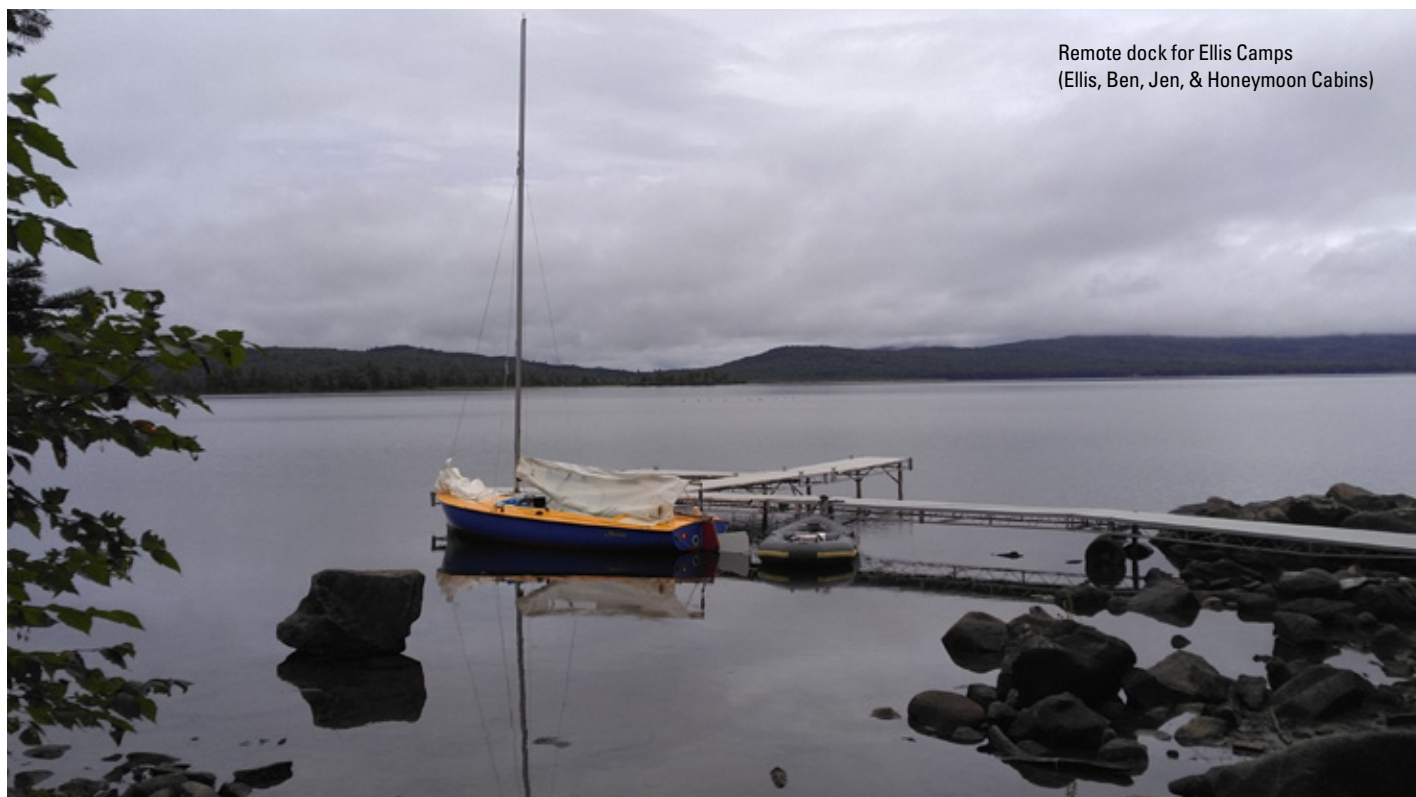
Phil and Marie

There wasn't any wind when the day came to leave. I packed up the Scot which was much easier with most of the food gone. The park staff arrived an hour early to clean the cabin (which I had already done). No time to write in the log. I chatted with them for a bit and cast off paddling. They wished me luck and I watched them

speed away in the aluminum landing craft. The bow of the park boat drops down for landing at remote sites. There is an aluminum dock for the Ellis Cabins, but landing for the first time can be a bit unsettling until you are used to the shelter from the trees. It was easier for me this time because I had the whole dock to myself.



State of NH Ramp with gravel parking off NH 26



Remote dock for Ellis Camps
(Ellis, Ben, Jen, & Honeymoon Cabins)

Eventually a light breeze filled in from the northwest. I had the spinnaker set and crept along playing the luff. Mark followed me for a bit in his canoe heading out in the same direction with his camera gear. In the middle of the northern part of the lake I saw splashing that looked like man overboard. I sailed closer to see if

they needed help, but I discovered that it was a jet ski that a couple was diving in from. The girl was well equipped with flotation devices on her chest. She could rescue me anytime if I were to capsize. Unfortunately, there wasn't much wind. It probably took them minutes to get there from the state ramp, but it would take me

hours to sail the 8 miles back. Ultimately, I was able to leave the spinnaker up and sail between the navigation beacons and clear all the points of land into the southern expanse of the lake.

Back at the base camp I unloaded and hauled the Scot to where I rigged up a

Continued On Next Page



Navigation buoy marking channel between north and south parts of the lake.

truck tent before it started to pour buckets. Accommodations were dry for the evening, and I was camped 100 ft. from the bathroom, showers and laundry of the new facility designed and built by NH parks (Tom Mansfield, Architect, NH Parks-DNCR). Jan cancelled his remote site due to bad weather, so I decided to peel out.

I headed east into Maine through Grafton Notch and stopped by to visit my wife in Andover then on to Solon Maine

where my folks rusticate. I was able to help them secure their Nonsuch prior to Tropical Storm Lee hitting the coast. My mother apologized for a poor dismount into the skiff. Her climb up the ladder wasn't much better. She started talking about next year. It was her birthday, so I left Ben with her for company over the long cold winter. I've only sailed with my mother, Cynthia, once. She was calm, smooth, and snappy with the jib – with an eye for the willy walls to windward.

Cynthia learned to sail at SBYC and taught others in the 1950s.

I've always liked the salty waters of Sandy Bay for sailing in New England, the Maine coast has its charms, as does the southern waters of Long Island, Rhode Island and Massachusetts, but the fresh waters of Lake Umbagog are equal to anywhere that I've sailed, including the BVI. I shall return! Give me a jingle if you want more info. about Lake Umbagog. Cheers, t. 🍷



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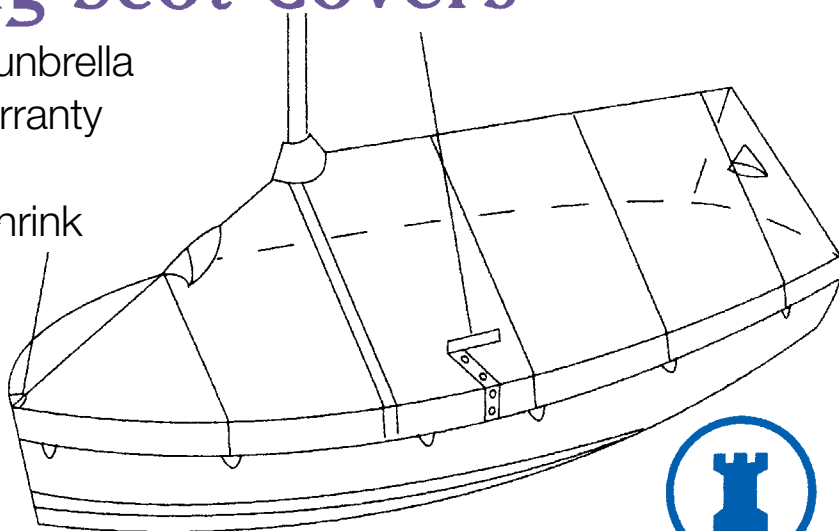
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2023 Greater New York District Championship

By Bruce Nicholson, FS#3713



Riverton Yacht Club on the Delaware River.

The weather forecast kept going from bad to terrible then back to bad. Philadelphia was seeing an extended heat wave, highs in the upper 90's, very humid. Schools were closed due to excessive heat. The weekend forecast was heavy rain, thunderstorms, flood warnings, and not much wind!

Despite all that, 20 Flying Scots gathered at Riverton Yacht Club on the Delaware River for the 2023 Greater New York District Championship. Among them was District Governor Mark Riefenhauser

(FS 5516) from Candlewood Y. C., along with 5 other visiting boats from within the district and 2 from elsewhere. The event kicked off on Friday September 8th with a race clinic led by Tyler Andrews of Flying Scot Inc., beginning with a clubhouse "chalk talk" on heavy wind sailing, followed by on-the-water drills in a nice breeze, some quick starts, and short windward-leeward legs. After that, back to the clubhouse for video-critiques and follow-up discussion. Throughout, everyone enjoyed Tyler's great presentation, his

valuable knowledge, and his insightful coaching. Thank you, Tyler! The videos are posted here: <https://www.facebook.com/FlyingScotInc/reels/>.

As a growing one-design class, we are fortunate to have Tyler and Carrie Andrews now leading Flying Scot Inc., having taken over for Carrie's father, Harry Carpenter. From my experience as president of the Comet Class (1979-1980), I can tell you how important it is for a one-design class to have a strong builder if it is to thrive.

Saturday, as predicted, was hot and

And they are off!



Blue spinnaker rule flag was up.



humid with very light air and 50% chance of storms. Mark Penny, the regatta's Primary Race Officer (PRO), had to make some tough decisions and he consistently called it right. The first race started as scheduled with Tyler and crew Chris Drury leading the way, followed by 6 local boats. The current was slack as we were just at high tide. By the time we were ready to start the second race, the wind seemed to be picking up and we measured a gust of 7.5 knots. Good! But wait! Our Marine Traffic app showed, 4 miles away, a freighter approaching our race area at 8+ knots. By the time the weather mark was removed from the channel, the freighter was gone, and the mark was reset, the wind had settled back down to 5 knots and the current was running 2+ knots against the boats as they beat upwind. Tyler again took the lead, but he followed a puff to the left side of the course on starboard tack into stronger current which caused

him to fall back to 9th position. Riverton sailors dominated with local knowledge. Learning his lesson, Tyler came back in the third race with a first-place finish, while Jake Groskoph and his dad John (5588) from Avalon Y.C. placed seventh, breaking up the Riverton monopoly.

As the fleet headed back to the club, the wind finally filled in so the last boats to finish had a spirited downwind sail to the docks, arriving just ahead of the deluge which gave everybody a thorough soaking. The last boats were being hoisted out of the water onto their trailers when the thunder and lightning arrived.

Happily, the skies cleared in time for the Saturday evening Hawaiian Luau dinner party, which was set up in a big tent on neighbor Barbara Martin's riverfront lawn, overlooking the Club. A good time was had by all!

With three races completed, 6 boats were within 5 points of the lead. Art

Littleton / Laura Ness (5495) led with a cumulative score of 10, Tyler / Chris Drury (6279) and Joe Pelosi / Jimmy Pelosi (5990) were tied at 11, Brent Barbehenn / Mary Hughes (6261) with 12, David Breinig / Mike Wainwright (5937) with 13 and Dan Walsh / Randy Swartley (5931) with 15. Over coffee and bagels on Sunday morning a few sailors suggested series ties ought to be broken by duplicating the previous night's hula hoop competition. The final two races were going to be critical.

Sunday's weather was a repeat of Saturday's – hot, humid, and very little wind. Tyler and Chris won the last two races handily with 11 of the original 20 boats came to the starting line. Fortunately, the current was not as strong with high tide occurring an hour later, and not running full until after the second race was completed. Art Littleton / Laura Ness exploited this situation, taking the starboard tack

Continued On Next Page

to the left side in the last race, the move that hurt Tyler / Chris the day before, but this time it worked, and they finished in second place to win the District Champion trophy for 2023. Tyler / Chris representing the Ohio District, collected the regatta's first-place trophy and Dan Walsh / Randy Swartley the third-place trophy.

Meanwhile, an intense rivalry had been playing out between twin sisters Mary Keppel of Riverton Y.C. (4325) and

Carol Park of Susquehanna Y.C. (5911). Each having beat the other in one race, it appeared to be a tie, so we think they'll need to go to the hula-hoops to resolve it.

The regatta committee, supported by an enthusiastic band of club volunteers, did a tremendous job under tricky conditions. Light winds may have been a challenge for the sailors less familiar with tidal currents, but we deeply appreciate and thank all our guests for coming and contributing

to the high level of competition.

The enthusiasm continued after the awards ceremony when we learned that Dan Walsh had decided to purchase Tyler's factory-new winning boat! Dan then turned to Bob Keppel and said, "You should buy my boat!" to which the reply was "Okay!" Now we'll look for a young skipper among the club members to buy Bob's boat. Just like that, the regatta seems to have helped us grow our fleet! 🚢

Flying Scot (21 boats) (top) Series Standing - 5 races scored Regatta Results last updated: Sunday, September 10, 2023 12:15:53 PM CDT

Notes: Scoring System is RRS Low Point 2021-2024.

– Finishes in [brackets] denote throwouts, Information is final.

Pos	Sail	Boat	Skipper	Yacht Club	1	2	3	4	5	Total	Pos
1	6279	Silver Bullet	Tyler Andrews / Chris Drury	Deep Creek Yacht Racing Association/	1	9	1	1	1	13	1
2	5495		Arthur Littleton / Laura Ness	RYC/	3	3	4	3	2	15	2
3	5931	Double Trouble	Dan Walsh / Randy Swartley	RYC/	2	8	5	2	3	20T	3
4	5990	Shake'n'Bake	Joseph Pelosi / James Pelosi	Riverton Yacht Club/	5	4	2	5	4	20T	4
5	5937		David Breinig	RYC	6	1	6	4	7	24	5
6	5801		Frank Pelosi / Brian Yoos	Riverton Yacht Club/	7	2	11	8	5	33	6
7	5588	Shelby	Jake Groskoph / John Groskoph	Avalon Yacht Club/	8	12	7	9	6	42	7
8	2364		Paul Suzdak / Matthew Janssen	Raritan Yacht Club/	10	15	9	10	9	53	8
9	6262	Third Scot's a Charm	Douglas T Main / Douglas R Main	Candlewood Yacht Club/	9	13	15	7	10	54	9
10	6261	Last Dance	Brent Barbehenn / Mary Hughes	Riverton Yacht Club/	4	5	3	22/DNC	22/DNC	56T	10
11	3775	Inimitable	Robert Keppel / Stan Cairns	Riverton Yacht Club, Riverton, NJ/	13	10	16	6	11	56T	11
12	5155	Jersey Devil	Mike Levy / Mark Nolan	Riverton Yacht Club/	19	18	12	11	8	68	12
13	6165	Seaweed	Kris Weeder / Paul Deery	Yacht Club Of Stone Harbor/	14	6	8	22/DNC	22/DNC	72	13
14	5911	-na-	Carol Park / Lucy Kniseley	Susquehanna YC/	12	14	13	22/DNC	22/DNC	83	14
15	5618	Tilted Kilt	David Lambie / Alex Lambie	Lavallette Yacht Club/	16	17	10	22/DNC	22/DNC	87T	15
16	4161	Ding Bang	Aaron Weilerstein / Craig Stoneking Michael Brower	Riverton Yacht Club/ /	18	11	14	22/DNC	22/DNC	87T	16
17	4352		Mary Keppel / Izabela Adasiewicz	Riverton Yacht Club/	15	7	22/DNC	22/DNC	22/DNC	88	17
18	5516	Don't Panic!	Mark Riefenhauser	Candlewood Yacht Club	17	16	17	22/DNC	22/DNC	94	18
19	5425		Natasha Mitchell / Jason Anthony Muge Gozen	Riverton Yacht Club/ /	11	22/DNC	22/DNC	22/DNC	22/DNC	99	19
20	5560		Jay Dickinson / Dave Rietzen	#202/	22/DNF	19	22/DNF	22/DNC	22/DNC	107	20
21	3713		Bruce Nicholson / mike tellep	riverton/stone harbor/	22/DNC	22/DNC	22/DNC	22/DNC	22/DNC	110	21

Half Mast, Sailor Gone Aloft

By Editorial Staff

Richard “Dick” Elam passed away at age 95. Dick served as *Scots n’ Water* editor from 1973-1982. He sailed Scots in North Carolina and Texas. Some of us might remember his son Kelson who sailed with his father before becoming an excellent competitive sailor in his own right.

Dick donated the since retired Maxine Elam Trophy. The trophy had been presented to the winner of the first race in the Championship Division at the NAC.

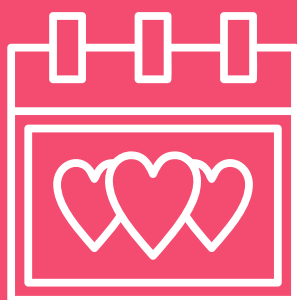
Albert Richard Elam, Jr., 95, sailed to new ports on November 15, 2023, peacefully passing with family present. An avid sailboat competitor, journalist, University professor, artist, author and traveler, he leaves behind a treasure of stories, instruction, laughs and love of life. Dick Elam was born in 1928 in Pecos, Texas to Lena and Albert (Red) Elam. He began his lifetime profession and avocation as a writer at The Abilene Reporter-News, where he landed his first job as a cub reporter at the age of 13. Graduating from Abilene High School as editor of the high school newspaper, he attended The University of Texas where he was elected editor of *The*



Daily Texan newspaper. After graduation he worked with his father in West Texas oilfields and with broadcast endeavors, often flying his own airplane. He later returned to higher education to become Professor Elam at The University of Texas at Austin and later at the University of North Carolina at Chapel Hill. Along the way he also taught classes at the University

of Hawaii, Pepperdine University and Ural University at Ekaterinburg, Russia. Among his students are newspaper journalists and editors, television news reporters and sportscasters, along with myriad chroniclers of life who attend carefully to the rules of grammar and composition. His careers in television, newspaper, and higher education, along with his love of travel with companions and family, took him around the world, often on a boat where he inevitably added more friends into his ever-increasing fold. That number includes sailing competitors, colleagues, students of life and anyone within listening range ready for a good story.

Until the end of his days with us, Dick Elam was a writer. His computer is filled with his online blogs, the sequels to his published book *Anne Bonny’s Wake*, and the lyrics to a Texas musical, all of which he created by wrapping his words around the anecdotes and characters that filled his rich life. He no doubt continues that work while docked in his new port of call, surrounded by loved ones and leading everyone in the chorus of his favorite song, “We’re All Together Again”. ▲



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Regatta: 2023-2024 Florida District 4 - Davis Island Yacht Club, Tampa, FL

Date: 01/13/2024

District: Florida

Info: Henry.picco@paccar.com

Regatta: 2024 Midwinters and GWBR at Lake Eustis, FL

Date: 02/16/2024 to 02/18/2024

District: Florida

Info: Raylaguna5@gmail.com

Regatta: 2023-2024 Florida District 5 and MW at Lake Eustis

Date: 02/16/2024 to 02/18/2024

District: Florida

Info: Raylaguna5@gmail.com

Regatta: 2023-2024 Florida District 6, Space Coast, Indian River Yacht Club, Cocoa, FL

Date: 03/23/2024 to 03/24/2024

District: Florida

Info: Henry.picco@paccar.com

Regatta: 2024 Choo Choo Regatta, Privateer Yacht Club, TN

Date: 04/20/2024 to 04/21/2024

District: Info: Orendagregory@gmail.com

Regatta: 2023-2024 Florida District 8, Upper Keys Sailing Club, Key Largo

Date: 05/18/2024 to 05/19/2024

District: Florida

Regatta: 2024 Egyptian Cup Regatta, Carlyle Lake, Illinois

Date: 06/14/2024 to 06/16/2024

District: Midwest

Info: ecsutton@charter.net

Regatta: 2024 NAC at Cedar Point Yacht Club, Westport, CT

Date: 06/23/2024 to 06/27/2024

District: Greater New York

Regatta: 2024 NERD and 75th Annual Massapoag Regatta, Sharon, MA

Date: 08/16/2024 to 08/18/2024

District: New England

Info: dianekampf@charter.net

Regatta: 2024 Decatur Regatta (Illinois)

Date: 09/07/2024 to 09/08/2024

District: Midwest

Regatta: 2024 Match Racing Regatta at Lake Decatur

Date: 09/09/2024 to 10/12/2024

District: Midwest

Info: eric@ericbussell.com

Regatta: 2024 17th Annual Glow II Regatta at Clinton Lake

Date: 09/14/2024 to 09/15/2024

District: Midwest

Regatta: 2024 Wife Husband Championship, Atlanta Yacht Club

Date: 09/27/2024 to 09/29/2024

District: Dixie Lakes

Info: artmolitor@yahoo.com

Regatta: 2024 Roger Punzi Memorial Regatta

Date: 09/27/2024 to 09/29/2024

District: Greater New York

Regatta: 2024 Kentucky Bourbon Regatta (Sail-Fest)

Date: 10/04/2024 to 10/06/2024

District: Ohio

Info: Doug cotton63@gmail.com

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3725 Solebury Terrace
Midlothian, VA 23113
804-301-3230
j.hudsonjr@verizon.net

Boat # 5201

Raymond Van Gennip
7057 River Oak Ct.
Clarksville, MD 21029
implantdocvg@gmail.com

Boat # 2323

Mark Vincett
2479 Turkey Neck Road
Swanton, MD 21561
716-393-8733
markvincett@gmail.com

Carolinas District

Boat # 5932

Willard Miller
3529 Beaver Dam Road
Cary, NC 27519

Dixie Lakes District

Boat # 2346 / Fleet# 190

Lara Butler
7908 Shadow Bend Dr SE
Huntsville, AL 35802
256-658-9874
lara.butler18@gmail.com

Boat # 5178 / Fleet# 111

Larry Nelson
365 Cloudland Rd N
Dahlonega, GA 30553
925-465-5501
lnelson900@yahoo.com

Florida District

Boat # 2028

Robert Jagger
102 Heron Turn
Panama City Beach, FL 32407
574-286-2783
rob.jagger56@gmail.com

Gulf District

Boat # 1891

Patrick Finnicks
6438 Chestnut Hill Rd
Flowery Branch, GA 30542
678-616-6225
patrick@centermember.com

Michigan-Onatrio District

Boat # 0403

Bill Hanna
208 W. Clear Lake Drive
Fremont, IN 46737
248-514-3376
wmbhanna@gmail.com

New England District

Boat # 6253

Thomas & Linda Kolterjahn
64 Federal Street
Newburyport, MA 01950
978-462-8081
tkolterjahn@gmail.com

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Marianne Begemann
17 Thelberg Road
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Dan Adams
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David Beckett
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Heathsville, VA 22473
(703) 969-1276
davidbeckett2014@gmail.

CAROLINAS DISTRICT

Dave Safirstein
21517 Delfmere Dr
Cornelius, NC 28031
(704) 892-1700
davesaf@bellsouth.net

DIXIE LAKES DISTRICT

Robert Graves
659 Waterway Lane
Seneca, SC 29672
(757) 434-4723
bgraves216@gmail.com

FLORIDA DISTRICT

Henry Picco
1124 Duskview Drive
Merritt Island, FL 32952
(321) 432-8622
Email Henry.picco@paccar.com

GREATER NY DISTRICT

Mark Riefenhauser
72 Kettletown Woods Road
Southbury, CT 06488
fs5516@yahoo.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Larry Breskin
1419 Nottingham Rd
Grosse Pointe Park, MI 48230
(313) 881-3669 (office)
(313) 510-0678 (cell)
LJBreskin@gmail.com

MIDWEST DISTRICT

Jim Crabtree
1711 Sarah Lane
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118 N. Vine Street
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