

SCOTS n' WATER

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SCOTS OF MASSABESIC - PAST & PRESENT

US SAILING
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REPORT

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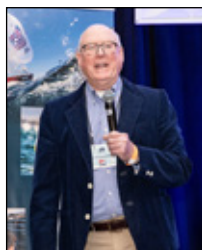
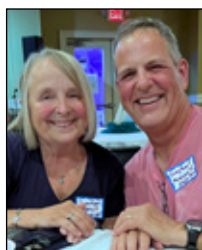
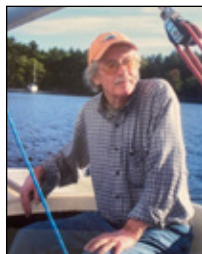
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot website has the latest information. Visit <https://www.fssa.com/> with your favorite browser.

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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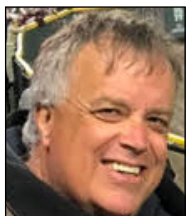
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Frank Richards from Southwest District Fleet 23 in FS#5530 flying spinnaker well.



FLYING SCOT
SINCE 1957



President's Letter #8

Jim Leggette, FS#1518, FSSA President



Here in Mississippi winter gave us a punch with temperatures below freezing for about a week and people think the next ice age is upon us! Then once you decide you like wearing sweaters, spring appears for a while. This weekend promises to be around 70 degrees in the afternoon before winter mounts a counterattack. No doubt the folks in the north would take that weather in a heartbeat, but they would be less than eager to take the southern summers.

As it starts to warm, spring activities come to mind, college baseball is on the scene here in StarkVegas. Getting the boat ready and crew organized for the Midwinters now are at the top of the agenda. Some of you have new sails, boats, and other “toys” you are eager to try. Still others, myself included, still have not done my winter boat projects.

One of the challenges in leading an organization is communication. While we have many new technologies such as social media, Zoom and email which enable us to reach our members, we still struggle to get the message out punch through the clutter to get the FSSA message out and to learn what is on people's minds. As you can imagine, what is on the leadership's minds may or may not be what the organization cares about.

Just this week, we held a season kickoff meeting to share with the membership what the leadership team is spending its time doing. This meeting had nearly seventy members participating for the hour plus session (For those who could not attend, the recording is posted on our website). The theme of the meeting was how the class leadership is working to achieve our goals of increasing membership and participation at our events at all levels.

After some introductory comments from the President, each of the officers gave a report of activities in their area of responsibility. National Championship Chair, Steve Comen, discussed the group's role and some important initiatives they have been working on. In addition, Courtney gave the view from the class office. To close our session, Midwest Governor Jim Crabtree, who chairs the US Sailing One Design committee, compared the FSSA to other classes.

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The upshot of that is we are doing well. However, we can always make our class stronger.

From the helm, it looks like this experiment worked well. In fact, some have suggested that we make it an annual event. We would have preferred to have more discussion, but unfortunately the format is somewhat unwieldy for this. However, folks now know more regarding the leadership thinking and who is responsible for certain issues. Please contact them for more in depth discussion, if needed. The virtual happy hours that Nina put together are great for this. Your thoughts are very important to us and not just when you agree with us. Constructive feedback for alternative approaches is more valuable than you can appreciate. It is part of what keeps the FSSA on the favored side of the course.

Make your plans to attend the Midwinters soon. Early registration is strong, so sign up before they “sell out” when the limit of boats that Fort Walton Yacht Club can handle is reached.

Since we are dependent on your dues, please make sure you have paid for this year. Better still, make sure fellow Scot sailors have done so as well. Finally, as you go to regattas at your home club, district or our national events please be sure to thank the organizers for the tireless efforts to make sure their guests, us, have a great time!

Looking forward to seeing many of you at Fort Walton. As always, keep the cards and letters coming. 🚢

CORRECTION

Correction for a photo caption in V68 No 5. The error is on page 8, where the caption reads “*Connie and Larry Wagner, all smiles!*” The photo is not of the Wagners, but of Tim and Karly Ponter from Lake Norman YC, winners of the Penticoff Award for highest finish of a first-time participant. Connie and Larry Wagner were the first-place winners of the Challenger Division and so won the Cal and Anita Hudson Trophy, which you can see in the photo of all the award winners together.



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EKBERG AT THE WOMEN'S
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'Scots of Massabesic' & the Jewel of Central New Hampshire Past and Present

By Dennis Dobe, FS#5277 ('Fusion'), New England District Governor

Lake Massabesic is a gem located just outside Manchester, the largest city in New Hampshire. Massabesic measures roughly 4 miles by 3 miles, covers 2,500 square acres, and holds 15 billion gallons of water. The waterbody features 28 miles of shoreline, and consists of two large ponds connected by Deer Neck Channel. Lake Massabesic has served as the water supply for the city of Manchester and surrounding communities since 1874. As such, the lake's shoreline is almost completely owned by Manchester Water Works (since 1870), and tight restrictions exist for recreational use of the lake. Development within the watershed and along the shore promotes water quality. There is no swimming allowed at Massabesic (unless you capsized!), consequently, no beaches, no crowds, no jet skis, and no water skiing or towable tubes, etc. The result is a lake that offers pristine waters, abundant natural beauty, wildlife galore, and very little motorboat traffic. The lake area is used almost exclusively for hiking, biking, paddling and sailing. Almost all motorboats on the lake are used by fishermen who troll or drift along the shoreline (no noise, hazard, waves, or wakes). Despite the often shifty winds found on small, inland lakes, Massabesic constitutes a fabulous sailing venue, enjoyed by locals for generations.

All of this exists just outside of the largest city in our state! Massabesic (translated as 'the place of much water' in Abenaki) first served as the site of an Abenaki fishing settlement in 1624. The first European settlers came to the area in 1720. The

Europeans and natives lived almost peacefully together until the French and Indian War, during which the European settlement at Massabesic was destroyed. Legend has it that Passaconaway, Chief of the Pennacook tribe, was killed instantly when he was struck by lightning while paddling his canoe to Loon Island in the Eastern half of the lake. Much later, as Manchester developed into one of the largest industrial cities in America in the early to mid-1800s, there grew a need for a destination outside of the city for workers and families to recreate. Massabesic became a frequent recreational destination for the workers of the Amoskeag textile mills in the 1850s, and the lake boasted a trolley line from downtown Manchester, beaches, picnic areas, music/dance halls, casinos, restaurants, inns and hotels, and several steamships for sightseeing tours and transportation to the hotels. In winters before electricity, there were ice harvesting operations that served Manchester, Boston, and a number of other metropolitan areas in New England, by rail. There were also several private homes and boat clubs on the lake until Manchester Water Works took over the waterbody for its highly restrictive use as the drinking water supply for the City of Manchester.

Although Massabesic continued to be used for recreational purposes after the Manchester Water Works takeover, that use has been extremely limited. For many decades and to the present day, the water of Massabesic and the surrounding land could only be used for paddle boating, fishing, sailing, hiking, and picnicking. People visiting the lake could not make

physical contact with the water, and the water department hired patrolmen who protected and defended the quality of the Massabesic waters. Although these restrictions forever changed the complexion of the lake and its use by nearby residents, the changes brought about highly favorable outcomes in the long run: high water quality is preserved, wildlife and forests are conserved, and outstanding conditions for sailing are observed.

A Rustic Sailing Club With Racing Roots – In 1938, the Massabesic Yacht Club was founded by a small group of local sailing enthusiasts who worked in local businesses and utilities. They leased land from Manchester Water Works on the southwestern shore of the 'East Pond', cleared a bit of that land, and erected primitive structures, floated simple docks, and set several moorings. They built a winch and rail system for launching and hoisting boats where the club's current boat ramp exists. The founders of the MYC were folks of relatively modest means, who had a keen interest in the sport of sailboat racing. Like so many people of that time, they were good with their hands, and were skilled in the areas of woodworking, carpentry, and painting. The original founders of the club, and those soon to follow, determined that their best opportunity to establish a sailing club on Massabesic with many similar racing vessels that could be afforded (and built) by many in the area, would be to agree upon a simple racing dinghy class in which the boats could be built in garages, basements, and dooryards. The eventual selection was the Sunray Class. Sunrays

dominated the Massabesic racing fleet for many years, until it was eventually overtaken by the Sparkman and Stephens Lightning. To this day, the Massabesic Yacht Club emphasizes racing, has racing participation and race duty requirements for all of its members, boasts a robust racing series and racing event schedule from late May to the end of September, and holds dear to its stated mission from the club's inception: *"to encourage and promote the sport of sailing and the art of seamanship."*

The Allure and Romance of Massabesic, and Sailing – For generations, Massabesic has been a romantic and serene place to rest, relax, and recreate. In the mid to late 1950s, my dad and his mom raced a 110 at the club in the Open Class, with some success. My dad was a high school student at the time, and took a bus from Bishop Bradley (now Trinity) High School to the lake to practice sailing after school. My father and his family always had a great interest in Lake Massabesic and sailing (his parents retired to a home overlooking the lake later in life). My dad had a series of small sailboats at Massabesic (mostly sailing dinghies and prams) before the 110, which was his first racing boat, and... an instrument of courtship. It turns out that my dad's first date with his eventual wife (Mary Jane Malouin) occurred at the Massabesic Yacht Club. Bill picked Jane up to go to the club to bail his boat (romantic, right?). The boat was already tied to the dock, dry, and as spiffy as could be. Although I am told that they did not go sailing on that day, the boat, the club, and the man were apparently impressive enough to warrant additional dates and ultimate matrimony.

Enter Flying Scots in the Mid-70s - Lightning, O'Day Daysailer, Catalina 22, and Open Class racing dominated MYC racing for decades after the Sunray fleet disbanded. In the mid-1970s a new racing class was introduced to the MYC: the Flying Scot. It is not known who brought the first Scot to Massabesic, or how many Scots existed at Massabesic since the birth of the class to the mid-70s, but it is certain that the class never had an advocate to that point like Irmgard Schildroth. Irmgard, later of Lake Norman fame, and her Scot

('Edelweiss'), enjoyed much success in the MYC Open Class, often while single handed. Irmgard was a talented sailor and a woman of strong character, conviction, and will, who believed everyone should sail a Flying Scot. During her time at Massabesic, there were some converts and a small, unofficial fleet of Scots was formed. Unfortunately, Irmgard and my dad (FS#1127) were the only reliable racers in the group. Despite much effort and promotion, and even after a short-lived FS Fleet #116 was established at Massabesic in the late 1980s, Flying Scots never really took root as a serious racing class at Massabesic until thirty years later.

The Unique Founding and Success of FS Fleet #196 in the late 2000s – After some time away from the class, my father and I renewed our interest in Flying Scot sailing in 2008, and we got back into Scots after the purchase of FS#690 from the Lake Winnepesaukee Sailing Association. After restoration work, we brought it to race at the MYC. There were still a few Scots in the water, but they were not active sailors or committed racers. My dad & I raced in the club's Open Fleet for a season before my dad reached out to the very gregarious, welcoming, capable and competitive sailors of the club's Windmill fleet. He proposed to the members of the Windmill fleet that we create a new 'Combined Dinghy Fleet' for boats with a rating around 90 Dixie Portsmouth Number aka D-PN (included Windmills, Flying Scots, Contenders, Finns, Megabytes, and a host of other racing dinghies). We anticipated that this new fleet concept, could increase the number of boats at the starting line every weekend, which would yield better racing, more enjoyment of the sport, and improved racing skills for participants. My dad & I believed racing and faring well in competition with the reputable racers of the MYC Windmill Fleet would be the best way to enliven Flying Scots at our club, and allow us to establish a credible FS racing fleet at Massabesic. With the support of the premier Windmill sailor at our club, Larry Christian (whose father was a Massabesic Sunray builder and racer), and Jack Cartland (long-time Windmill Fleet Captain, Windmill

New England District Commodore, and MYC Race Committee Chairperson), the Windmill Fleet was on board, and the rest is history!

The creation of the MYC Combined Dinghy Fleet led to the founding of a legitimate Flying Scot racing fleet at Massabesic, Fleet 196. With the quality guidance, generous support, and unbridled enthusiasm of Diane Kampf (Massapoag Yacht Club in Sharon, Ma.), my dad founded the Scot fleet at Massabesic and served as its first Fleet Captain for several years. My wife, Nancy, and I purchased and restored a Scot of our own (FS#1146), and joined the fray in 2009. As members of our Scot fleet began to enjoy success within the Combined Dinghy Fleet and in other multi-class racing events at our club, the Flying Scot gained more credibility. The Scot was more attractive to a broader section of our sailing club and to new members, especially those who participated in our club's 'Learn to Sail' program (a free instructional program offered by club officers and other volunteers - for which Flying Scots have been generally well represented). Our fleet numbers grew, hit a 'critical mass' of about 10 boats, and for more than 15 years our fleet has included 15–20 Scots - with about 6–10 of those racing on a weekly basis (and a few more in the mix from time to time).

The quality and success of Flying Scot racers has improved dramatically under the highly effective leadership of Rich Obst (FS#5111, 'Idler'), our Fleet Captain in recent years (and former Fleet Captain and Pacific District Governor). Rich invested much time and energy growing our fleet and coaching sailors. We also have grown in our racing abilities due to the extremely helpful advice and feedback offered by our Windmill and Lightning Class colleagues during weekly lakeside 'apres-race' social gatherings, as well as through the experience and insights shared by talented new Fleet 196 members such as former Windmill Glenn McKibben and his wife Joan, FSSA *Scots n' Water* Editor Tim Mallette, Jan Reimer, who chaired a brief return for Scot cruising interest, James Wrisley, and

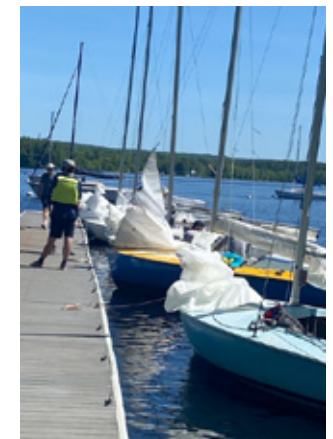
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the Brets (Bret Gifford & Brett Simpson – both former crews and now Scot owners) and too many others to list. Several of our sailors participate in weekly racing clinics offered by the Lightning fleet top gun, Ted Hardenburgh. Many sailors are now solidly toward the top of local fleets. Adding to our notoriety, we had the honor of hosting the New England District Championship three times in recent years, and Fleet 196 sailors have competed in regattas across New England and Upstate New York.

The Future of Scot Racing at Massabesic – We anticipate our Flying Scot fleet at the MYC will continue to grow as we improve our standing in the club, and demonstrate our legitimacy as a premier racing class at Massabesic through continued success at the local level, and increased success at the FS district and regional levels. We predict that in the time ahead, competitive sailors from other clubs, and from other classes within our club, will continue to join our fleet. Further, we hope to have entries from Fleet #196 in national events in the coming years, which will help put Fleet #196 on the FSSA map. Fleet #196 has been warmly welcomed and embraced by the sailors and leadership of the Massabesic Yacht Club for many years. Our club is fueled by the kindness, commitment, and volunteerism of members. To this day, the club reflects its origins, and values the unique and beautiful lake. At the MYC, culture is key, and I hope that you will consider making the trip to visit us one day. I know that you'll like what you see, what you hear, what you feel, and what you experience. Lake Massabesic is a jewel, a black pearl, and so is the sailing club along the shore. The sailors of Fleet 196 feel fortunate to call the MYC our home, and we hope that it will be for many years to come. ▲



PAVILION, MASSABESIC LAKE, MANCHESTER, N. H.



one more Fleet Captains have been Chosen:
 Tanager 16's - Carl Robert
 Flying Scot - Ingrid Schildroth
 Lark - Jim Fitzpatrick

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 each other (unless wind conditions demand we get on the ball), in which case
 we resort to reefing or hoisting mini sails! And not even the tide will inter-
 fere with our pleasure - the tide of Massabesic is always in our favor!
 Let me have suggestions on tentative dates.

Ingrid Schildroth



2024 Janet Jones Lorber Trophy Awarded to Nancy Claypool, FSSA Commodore

Congratulations Madame Skipper



The Janet Jones Lorber Trophy - first presented in 1949 by Commodore Jones and was rededicated as a memorial to

his daughter in 1981, is awarded annually to the best female skipper of the year. The 2024 recipient is Nancy Claypool, FSSA Commodore. Nancy won the Flying

Scot Women's National Championship. She has served on SYC's membership Development and Race Committees and also as Chair of Ladies on the Lake. 🚢

How We Came to Travel to So Many Regattas and Why We Love It

By Diane Kampf, FS#6286, FSSA Web Editor



Greg and I have been traveling to regattas since I started sailing with him in 1996. If you can believe it, my very first regatta ever was the 1996 NAC at Oswego, NY, where I flew the spinnaker for the very first time! We also had an adventure at that regatta where Greg got hoisted out

of the boat by a line from another boat, leaving me alone in the boat, headed to Canada! You might think that might discourage me from continuing, but it was just the opposite. We worked on the boat all night to get it fixed for the next day so we did not miss any racing! It may not make sense to most sane people but I was

hooked! That event was so much fun and we had 6 boats from our club that went to that NAC, which made it even more fun. But we have gone to countless regattas where we were the only boat from our club, even winning a few! We have met the greatest people and learned so much from other Flying Scot sailors - it has been

so rewarding. It is like old home week when we travel around and we meet lots of other wonderful people every time!

Traveling to regattas is how I became known to the Flying Scot class and how I first was asked to become a District Governor. A few years later I was recruited as Secretary-Treasurer of FSSA, which is a role that starts you on the ladder to Second VP, First VP, President, Commodore and Immediate Past Commodore, a 12-year stint! Well somewhere along the line, I was assisting on a new FSSA website when it was left to me to complete it alone. I was lucky to get some much appreciated help from my good friend, the late Glenn Wesley until his death, and from our friend Phil Scheetz after that. For the last several years, I have been on my own as the FSSA Web Editor. All of this because I traveled to a few regattas and got my name out there. Some may think this was a good thing, some may not, but I would say all in all it has been a good thing for the class – and maybe for me too!

Getting back to traveling, we really enjoy traveling in our Roadtrek camper van. We are on our second Roadtrek after 20 years, and we pull the boat with that. We get to put all our stuff in the van making it necessary to unpack for nights in a hotel. We stay at Walmart parking lots on our way to and from events. There are reliable apps that show which stores will allow you to stay overnight. Walmart is not the only company that allows this, but that is where we stop for our overnights. There are stations along our routes that allow us to empty tanks and refill the water tank. This takes a bit of planning, but it is not really hard. Some clubs let us stay on site when we are visiting, so that is a bonus. We just roll out of bed, take a shower and get dressed in the van and we are all set to go sailing. And some places allow us to bring Dory, our dog, so we don't have to board her. But even if we have to board her, we are lucky to have a great place that loves her and she loves them.

We have combined our regatta trips with visits to family and friends and even to Disney World. We went to Pensacola a few years ago and then headed to Yellowstone for a family reunion. We were



away for almost 3 weeks and thoroughly enjoyed the trip, the longest we had ever taken. We went to the Wife Husbands last year, traveling around a hurricane, and after the regatta headed from there to Texas, Arizona, Kansas and back home to Massachusetts. We have done this several times and I can't really describe how much fun we have and how exciting it has been.

Of course, not everyone has a van and not everyone loves to camp. So even if you don't camp, staying at hotels or rental homes can be fun as well. We have done that for some events where camping just won't work – no nearby campgrounds, no nearby Walmarts, and/or no camping at the club. And while we prefer camping, staying in a house with friends is a blast. And we have stayed at several very nice hotels over the years. Often there are several teams at the same hotel, and we get together as a crowd for breakfast. How lucky are we to have this extended family to share our time with?

Greg and I have been to over 20 NACs, over 16 Midwinters, over 20 Wife-Husbands, several Women's and NERDs and countless other Flying Scot

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Regattas in the Northeast over our nearly 30 years of sailing together. And it all started with that one NAC all those years ago. If you haven't tried traveling to regattas, you might want to consider how much fun we have had and give it a try! You might just get hooked too. Hope to see you on the water in lots of places around the country! 🌊

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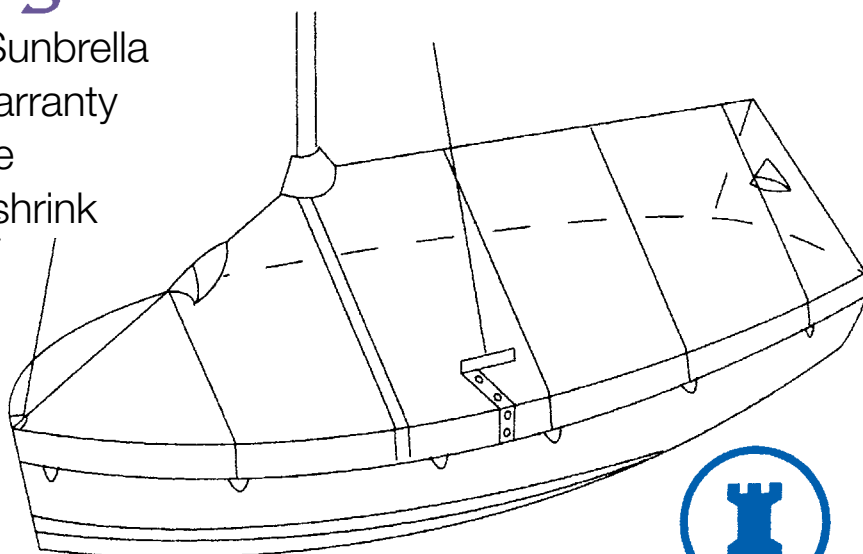
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Options

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

Prices

Cover	white	blue	other
6" skirt	\$540	\$550	\$577
Full-sided	\$686	\$706	\$709



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One Design Class Trends

By Jim Crabtree, FS#6259, US Sailing One Design Committee Chair, Midwest District Governor

This past fall the US Sailing One Design Committee contacted over 230 One Design Classes. It was the second survey of One Design Classes (see Vol. 68 No. 4). The 2024 Survey was administered 2 months later in the year and it was “open” 25 days shorter. The response was better than in 2022 with 81 Classes participating.

The One Design Class participants were comprised of 48% from 2022 and 51% new class responses. Unfortunately, 21 classes from 2022 did not respond.

No significant changes in demographics are evident, although 2% more indicated they do not collect demographic data. When asked about class memberships, 36% reported growth, 18% reported a decline and 34% reported no change over the past two years. Those reporting growth indicated it was with the adult ages and females. However, the overall trend in membership is getting older with 57% reporting, 36% indicated no real change and only 18% reported their membership was getting younger.

Participation in the N/A's / North Americans increased slightly (4%) in the past 2 years as 28% of classes indicated participation is increasing, 61% reported participation is staying the same and only 12% showing decline.

Surveying the one design classes about a builder was interesting. First, 75 classes answered the questions. We found that 36 / 75 classes have a full-time builder and 22 have a part time builder. Surprisingly, 17 classes (23%) reported they did not have a builder. Of



those that have a builder the new boat builds over the past 24 months reported that 64% classes reported new builds built in the past two years yet 27 (36%) classes reported no boats were built in last two years. Of those being built, 53% said boats are manufactured and assembled in the US. Interestingly, 45% noted they have international builders (mainly in Europe & AUS) yet may also have a domestic builder.

Questions focusing on the used boat market revealed a significant change from 2022. In 2022, 1948 used one design sailboats exchanged hands. In 2024, seventy-four classes reported over 8000 used boats exchanged hands in 2024!

As one can guess 31% of the classes reported supply was exceeding demand,

40% reporting supply and demand is about equal and 29% reporting demand exceeds supply.

We also found a significant change in one design classes that retain a paid (part time or full time) Class Director or Secretary. In fact, 68% reported they did in 2022 and only 31% responded “yes” in 2024. That may explain why some of the 21 classes from 2022 did not respond to the survey.

When asked if their class has a newsletter. There was a 9% growth in classes that have a newsletter and 9% less indicated, they do not. Classes reported how it was conveyed with over 72% send it out electronically, 24% both in print and on-line and only 4% publish in print only.

When asked about initiatives or

programs used to attract under 30-year-olds the following were offered:

- Free or discounted class membership and /or regatta entry fees
- Boat grant programs
- Under 30's placed in leadership positions to have class input
- Collaboration with college sailing teams
- Sailors under a certain age are not counted in total crew weight @ National & North American events
- Mentoring with top class sailors

Last, we inquired whether the class has a charitable status mechanism. Most surprising was that 58 classes did not answer. Of the few that did; 70% reported they did have a form of charitable status while 30% do not.

The Flying Scot Class

As a one design class we are on a good

path. Membership is slowly increasing, and we have a strong percentage of women members although more women at the helm might strengthen the class. The biggest challenge we face, like most classes, is an aging membership.

Market demand for the Flying Scot appears to exceed supply. That is good news for resale values yet becomes a challenge as we attempt to bring in new sailors. The class is very fortunate to have a dedicated builder turning out more than thirty new boats a year. Many other classes have lost a builder, has a builder but little demand, or have boats built fully or partially overseas. We must support our builder as they support our class health.

Courtney Waldrup has served the class as the FSSA Executive Secretary for almost twenty years. The Scot Class is one of only 31% to retain a class secretary, a trend that continues downward. Yes, there are correlations with having a class secretary and maintaining / growing membership.

Communicating to class members is changing and we are one of a few (and decreasing) classes publishing in print. There are two factors behind this trend: cost and audience. While printing costs are taking a higher percentage of class budgets the younger sailors, we want to attract are on-line. There appears to be a shift in the most effective media for competitive one design sailors and others.

Maintaining a one design class takes effort. We have a great boat, demand and a sound builder. The true success is at the grass-roots level. We must retain and grow members. Diversity will help with that goal as we bring in those under 30 sailors, families, and large boat racers tired of assembling crew. Fleet owned boats available to new sailors, youth sailors and converts considering the class skirt the demand challenges and allow easy access. Most importantly, be welcoming and have fun! 🏆

FROM THE EDITOR!

Tim Mallette, FS#18

During the pandemic I responded to a chance opportunity from then *Scots n' Water* editor, Ned Johnson. He understood, like Deb Aronson, the editor prior to Ned, the value of imparting the role of Editor after a few years. I am now into my fourth year, and it has been a wonderful and rewarding experience to work as a volunteer with Raymond Keyes and Courtney Waldrup to deliver *Scots n' Water* to you. The magazine you hold in your hands has been a uniform standard of excellence for over 25 years, and that is a credit to Raymond and Courtney.

The Editor serves the FSSA in a number of ways, but much of the creativity and production efficiency can be traced to the process developed in subtle ways over decades. The membership and executive board may see a need to mature the publication with technologies to benefit the class. The next Editor will be an integral part of the those decisions.

I can introduce you to templates and procedures and provide training wheels for a period, if wanted. With enthusiasm and the blessing of the executive board you could be our next Editor! Here is my call to the willing, young or old, who will contribute their enthusiasm and skills to the Flying Scot community – contact me at editor@fssa.com

Cheers, Tim.



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Advertisements in the Caveat Emptor section of Scots n' Water and on the FSSA web page are \$50 for members per insertion, pre-paid and \$60 for non-members. Advertisements must be 50 words or fewer. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Please go to fssa.com for more details on each item. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

1597 – Customflex; 1968;
\$3,500.00; Rick Kennedy;
Beloit, WI; 608-751-2902;
sandrat2@live.com

1747 – Lofland; 1970; Sturgis, MI;
klingerswall@gmail.com

2208 – Customflex; 1972; Dale
Bradshaw; Ohio; 330-533-3559;
dalebrad33@gmail.com

2404 – Customflex; 1973;
\$3,950.00; Collin; Wisconsin;
920-559-1542;
collin@jeanquart.com

4552 – Douglass; 1988;
Kathy Kaden; Island Park, NY;
Kmkaden@aol.com

4784 – Douglass; 1991;
Jamestown, PA;
boeing@yahoo.com

4844 – Flying Scot, Inc.; 1992;
\$8,500.00; Stan Robinson;
Fremont, IL; 260-403-6402;
robinstan@hotmail.com

5526 – Flying Scot, Inc.;
2003; **\$10,500.00**; Carlyle, IL;
sojourner42000@gmail.com

5789 – Flying Scot, Inc.; 2008;
\$14,500.00; Allison Felix; Indian
Lake, PA; afelix5789@gmail.com

5896 – Flying Scot, Inc.; 2009;
\$17,900.00; Sal LaForgia; Callao,
VA; slaforgia@comcast.net

6030 – Flying Scot, Inc.; 2013;
\$16,500.00; Stephen;
Toms River; 609-510-8491;
smr2@diedremoire.com

6255 – Flying Scot, Inc.; 2022;
\$31,500.00; Ray Laguna;
Orlando, FL; 407-257-0992;
raylaguna5@gmail.com

Sails – see website
for details

Spinnakers & Parts – see
website for details



2025 Women's NAC



Date:

05/30/2025 to 06/01/2025

Event Host Site:

Birmingham Sailing Club, AL

Website:

birminghamsailingclub.org

Contact:

epsmwam@bellsouth.net

Photo Courtesy of Donna Graham,

"Get to a Thou." Membership by District for 2025

Capital District: 50 members

Carolinas District: 39 members

Dixie Lakes District: 59 members

Florida District: 28 members

Greater New York District: 70 members

Gulf District: 12 members

Michigan-Ontario District: 16 members

Midwest District: 58 members

New England District: 37 members

New York Lakes District: 15 members

Ohio District: 58 members

Pacific District: 1 members

Prairie District: 2 members

Southwest District: 37 members

NEW MEMBERS

Capital District

Boat # 5890

Jesse Maxwell
Silver Spring, MD
maxwellconsultingengineer@gmail.com

Cherie Krug
Mc Henry, MD
krugcherie52@gmail.com

Dixie Lakes District

Boat # 5037 / Fleet # 211

David Yapp
Marietta, GA
yapperd@gmail.com

Midwestern

Bob Radecki
Saint Paul, MN
boblorihome@yahoo.com

Hugh Swiatek
Champaign, IL
phswiatek@gmail.com

Southwest District

Boat # 5242 / Fleet # 23

Matthew Ramsey
Dallas, TX
matt@getpointed.com

Florida District

John Bauer
Dover, FL
Johnbaver@gmail.com

Boat # 247

Steven Hendrickson
Melbourne, FL
Steven@satellitetradingco.com

Gulf District

Peter Reich
Trussville, AL
Peter@LaempeReich.com

Midwest District

Boat # 498 / Fleet # 135

Steven Hudson
Champaign, IL
stevehudson1@comcast.net

Welcômé to our new fleet captains!

Fleet 211

Atlanta Yacht Club
Art Molitor

Fleet #23

Corinthian Sailing Club
Emily Bryant

Fleet #19

Berlin Yacht Club
Ken Miller

Fleet #157

Monmouth Boat Club
David Stockwell

Fleet #103

Fishing Bay Yacht Club
Kevin Drawbaugh

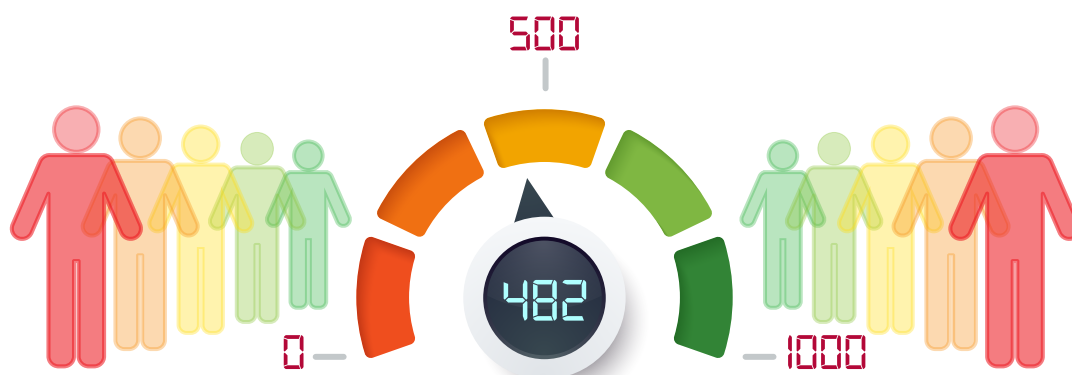
Fleet #111

Lake Lanier Sailing Club
Pat Finnicks

Fleet #13

Privateer Yacht Club
Linda Knudson Lind

● Bruce Kitchen's "Get to a Thou" membership campaign continues in 2025! ●



2025 MEMBER METER

"Let's keep the meter running in 2025!"

STARTING LINE Calendar Of Monthly Events

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

- Regatta: NEW! 2024-2025 Florida District 6 Monroe Sailing Association, Sanford, FL**
Date: 03/15/2025 to 03/16/2025
District: Florida
Contact: henry.picco@paccar.com
- Regatta: 2025 Midwinters at Ft. Walton Beach Yacht Club, FL**
Date: 03/27/2025 to 03/30/2025
District: Florida
Contact: wjzehner2@gmail.com
- Regatta: 2025 Punchbowl Regatta, Dixie Sailing Club, Alexander City, AL**
Date: 04/12/2025 to 04/13/2025
Contact: cfowler410@comcast.net
- Regatta: Cancelled - 2024-2025 Florida District 6 - Kelly Park East, Merritt Island, FL**
Date: 04/19/2025 to 04/20/2025
District: Florida
Contact: Henry.picco@paccar.com
- Regatta: 2025 Chattanooga Choo Choo Regatta**
Date: 04/26/2025 to 04/27/2025
District: Dixie Lakes
Contact: mlgrego49@gmail.com
- Regatta: 2025 Great 48 at Lake Norman Yacht Club**
Date: 05/03/2025 to 05/04/2025
District: Carolinas
Contact: casandke@gmail.com
- Regatta: 2025 Buckeye Regatta - Hoover Sailing Club Westerville, Ohio**
Date: 05/17/2025 to 05/18/2025
District: Ohio
Contact: srendina@gmail.com
- Regatta: 2025 Grits n Haggis Regatta, Keowee Sailing Club**
Date: 05/17/2025 to 05/18/2025
District: Dixie Lakes
Contact: alison.gilligan@yahoo.com
- Regatta: 2024-2025 Florida District 7 Upper Keys Sailing Club, Key Largo**
Date: 05/17/2025 to 05/18/2025
District: Florida
Contact: Henry.picco@paccar.com
- Regatta: Decatur Regatta**
Date: 05/17/2025 to 05/18/2025
District: Midwest
Contact: fleet215education@gmail.com
- Regatta: 2025 Southwest Districts and Dinghyfest at Rush Creek Yacht Club, Rockwall, TX**
Date: 05/17/2025 to 05/18/2025
District: Southwest
Contact: Race@rcyc.org
- Regatta: Hawg Wild Regatta**
Date: 05/24/2025 to 05/25/2025
District: Southwest
Contact: roger@theoquingroup.com
- Regatta: 2025 Women's NAC at Birmingham Sailing Club, AL**
Date: 05/31/2025 to 06/01/2025
District: Dixie Lakes
Contact: epsmwam@bellsouth.net
- Regatta: 2025 Flying Pig Regatta, Cowan Lake, Wilmington, OH**
Date: 05/31/2025 to 06/01/2025
District: Ohio
Contact: dan.adams@atcgs.com
- Regatta: 2025 Egyptian Cup Regatta, Carlyle Lake, Illinois**
Date: 06/13/2025 to 06/15/2025
District: Midwest
Contact: ecsutton@charter.net
- Regatta: Full Moon Regatta - Save the Date**
Date: 06/14/2025
District: Greater New York
Contact: dmstockwell5097@gmail.com
- Regatta: 2025 New England Districts at Duxbury, MA**
Date: 06/14/2025
District: New England
Contact: Jmc20192@gmail.com
- Regatta: Crescent One Design Regatta**
Date: 06/14/2025 to 06/15/2025
District: Michigan - Ontario
Contact: garriehankins@hotmail.com
- Regatta: 2025 Junior NAC at Carlyle Sailing Association, IL**
Date: 06/23/2025 to 06/24/2025
District: Midwest
Contact: rick@aboveandbeyond.tv
- Regatta: 2025 NAC at Carlyle Sailing Association, IL (25th is measurement/checkin)**
Date: 06/25/2025 to 06/28/2025
District: Midwest
Contact: rick@aboveandbeyond.tv
- Regatta: 2025 Admiral Byrd Regatta, Cambridge Yacht Club, MD**
Date: 07/12/2025 to 07/13/2025
District: Capital
Contact: cysailing1911@gmail.com
- Regatta: Madison Clinigatta**
Date: 07/12/2025 to 07/13/2025
District: Midwest
Contact: Dave@gorwitz.com
- Regatta: 2025 Ohio Districts, Pymatuning Yacht Club**
Date: 07/19/2025 to 07/20/2025
District: Ohio
Contact: ebchristman@gmail.com
- Regatta: 2025 Sandy Douglass Regatta**
Date: 07/25/2025 to 07/27/2025
District: Ohio
Contact: emilyd.meehan@gmail.com
- Regatta: 120th Ephraim Regatta / Midwest District Championships**
Date: 08/01/2025 to 08/03/2025
District: Midwest
Contact: regatta@eyc.org
- Regatta: 2025 MYC 76th Annual Regatta, Massapoag Yacht Club, Sharon, MA**
Date: 08/15/2025 to 08/17/2025
District: New England
Contact: dianekampf@charter.net
- Regatta: 2nd Annual Lake Sunapee Flying Scot Invitational Regatta**
Date: 08/23/2025 to 08/24/2025
District: New England
Contact: lake.sunapee.cruising.fleet@gmail.com
- Regatta: 2025 ACC at West River Sailing Club, Galesville, MD**
Date: 08/30/2025 to 08/31/2025
District: Capital
- Regatta: Labor Day Regatta**
Date: 08/30/2025 to 08/31/2025
District: Southwest
Contact: roger@theoquingroup.com

STARTING LINE Calendar Of Monthly Events (continued)

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

Regatta: 2025 Massabesic Yacht Club

Annual One Design Regatta

Date: 09/06/2025 to 09/07/2025

District: New England

Contact: richobst@gmail.com

Regatta: 2025 GNY District Championships

Date: 09/06/2025 to 09/07/2025

District: Greater New York

**Regatta: 2025 NERD and Glimmerglass Regatta
at Otsego Sailing Club, Cooperstown, NY**

Date: 09/12/2025 to 09/15/2025

District: **Contact:** mcdermottaj@yahoo.com

**Regatta: Glow in the Dark Regatta
at Clinton Lake**

Date: 09/13/2025 to 09/14/2025

District: Midwest

Contact: fleet135captain@gmail.com

**Regatta: 2025 Scotahoochee Regatta
and Dixie Districts, Lake Lanier**

Date: 09/20/2025 to 09/21/2025

District: Dixie Lakes

Contact: patrick@centermember.com

**Regatta: 2025 Wife-Husband Championship
at Keowee Sailing Club, Seneca, SC**

Date: 09/26/2025 to 09/28/2025

District: Dixie Lakes

Contact: seustis13@gmail.com

**Regatta: 2025 Kentucky Bourbon Regatta,
Bluegrass Sailing Club, Gilbertsville, KY**

Date: 10/03/2025 to 10/05/2025

District: **Contact:** dougcotton63@gmail.com

**Regatta: 2025 WCSC Hospice Regatta,
Anderson, SC**

Date: 10/11/2025 to 10/12/2025

District: Dixie Lakes

Contact: jakreidler1@gmail.com

**Regatta: 2025 Great Scot Regatta,
Birmingham Sailing Club, AL**

Date: 10/25/2025 to 10/26/2025

District: Dixie Lakes

Contact: wmassey0@icloud.com

Regatta: 2025 Fall 48 at

Lake Norman Yacht Club

Date: 11/01/2025 to 11/02/2025

District: Carolinas

Contact: krink4@yahoo.com

Regatta: NEW DATES: 2026 Midwinters at

Sarasota Sailing Squadron, FL

Date: 03/06/2026 to 03/08/2026

District: Florida

Contact: ikedaj@hotmail.com

**Regatta: 2026 Women's NAC at Greater
Richmond Sailing Association, VA**

Date: 05/29/2026 to 05/31/2026

District: Capital

Contact: Vinceandkate@yahoo.com

**Regatta: 2026 Wife-Husband at Sandy Bay
Yacht Club, Rockport MA**

Date: 07/17/2026 to 07/19/2026

District: New England

Contact: Margot1024@gmail.com

**Regatta: 2026 New England Districts at
Massapoag Yacht Club, Sharon, MA**

Date: 08/15/2026 to 08/16/2026

District: New England

Contact: dianekampf@charter.net

**Regatta: 2027 Midwinters at
Pensacola Yacht Club, FL**

Date: 04/02/2027 to 04/04/2027

District: Florida

Contact: limerun@me.com

**Regatta: 2027 Midwinters at
Pensacola Yacht Club, FL**

Date: 04/02/2027 to 04/04/2027

District: Florida

Contact: susan@pycflboard.com





**2025
JUNIOR NAC
AT CARLYLE
SAILING
ASSOCIATION, IL**

**PHILIPPI HARBOR, HAZLET STATE
PARK, LAKE CARLYLE, ILLINOIS**

**6/23/2025 TO
6/24/2025**

**CONTACT:
RICK@ABOVEANDBEYOND.TV**



THE FSSA CLASS FLAG

The FSSA has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals." Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division.

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CAROLINAS DISTRICT

Dave Safirstein
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DIXIE LAKES DISTRICT

Robert Graves
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Henry Picco
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PRAIRIE DISTRICT

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SOUTHWEST DISTRICT

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PASSACONAWAY, THE BASHABA
(From Potter's History of Manchester)



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