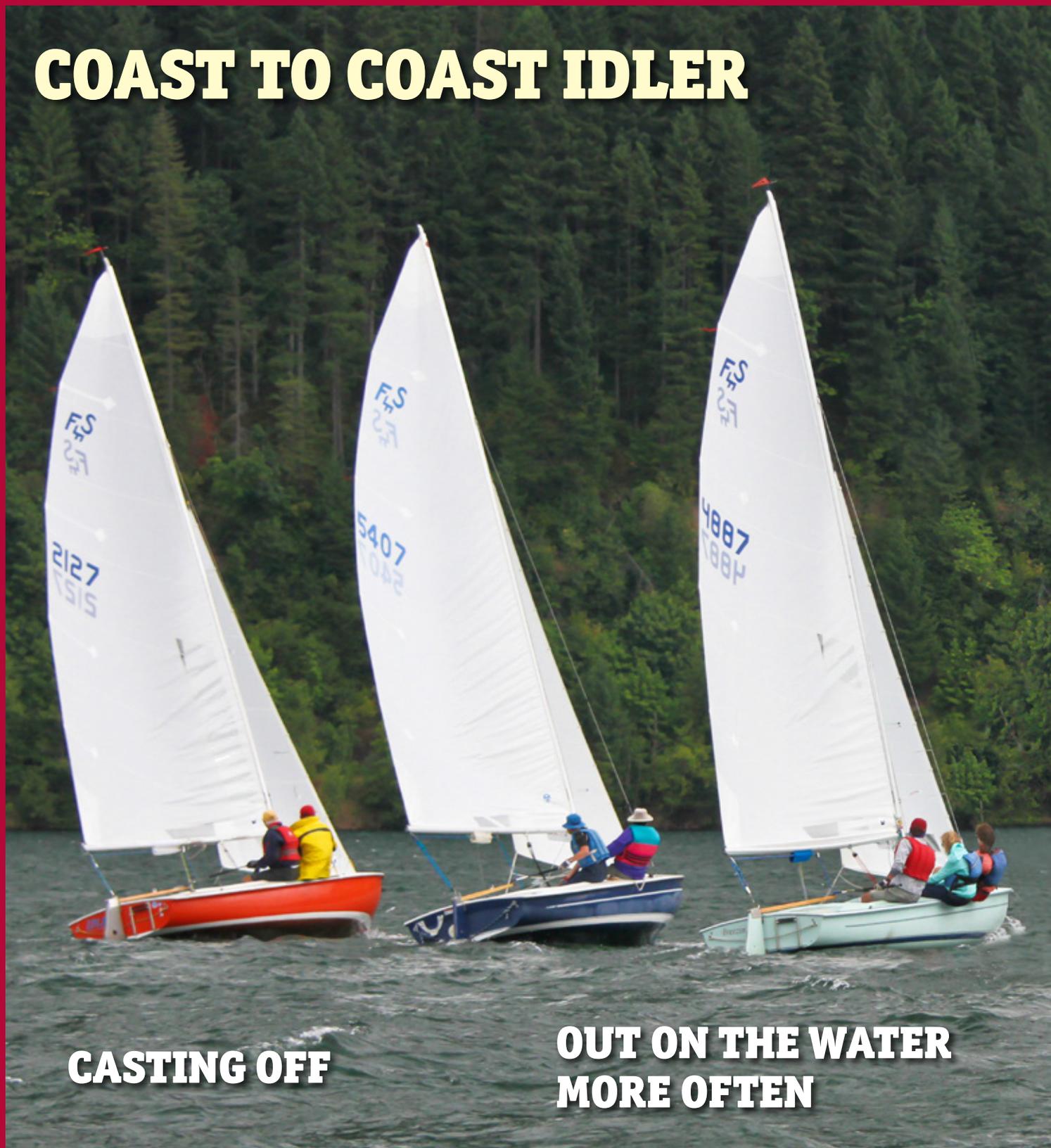


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VOLUME 69 | NUMBER 2 | 2025

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& two-time Fleet Captain



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President Letter # 10 - Casting Away

Jim Leggette, FS#1518, FSSA President



While it hardly seems like my time as FSSA President is coming to an end, to use a sailing analogy: one can see the finish line, and you are looking around to make sure everything is taken care of – so you can enjoy hearing the gun. In this letter, I will reflect upon what we have accomplished together, what remains for us to do, and share what this experience has meant to me.

Our class, our sport, and many things in our lives were upended by COVID in 2020. We have returned to “normal” or likely a new normal, but it is a different world shaped by recent events. Maybe in twenty years we will fully understand how it changed our lives and the world. For the FSSA, it means people got out of the habit of attending our national and local events like the Midwinters and the North Americans. Over the last several years, participation at our national events has been strong and is growing. Most importantly sailors enjoy the competition and camaraderie.

It also meant people did not renew their membership for a period. Over the last year, our membership numbers have stabilized and are increasing. While we did not hit the goal of a thou in 2024, we got close, and it remains a good goal for the class. Compared to other one design classes we are strong, but always improving is necessary to remain viable.

During the last two years, we have changed our bylaws to make it easier to attend our flagship events. These changes allow the flexibility of a three day regatta which has been well received by the competitors and those clubs gracious enough to host one hundred plus sailors.

While not complete, a detailed review of our eligibility rules for competing in these events is underway. In the coming months the Executive Committee will act on their proposed changes. The challenge this team faces is how to update the rules to make it easier to compete yet preserve the spirit of rules which have served us well and made the Flying Scot Class one of the strongest sailing organizations around.

As always there are challenges and opportunities for the class. One, how do we effectively communicate with our members? Technology has forced us to rethink particularly the balance of digital and print media. Communication is always a fundamental challenge for any organization, but rapid change is forcing us to explore what is the best way.

Two, growing and maintaining membership is a challenge. It is said that demographics are destiny. As you are painfully aware,

...growing and maintaining membership is a challenge... Some argue that youth is the key and wonder what we can do to attract all those youth who participated in sail camps. Certainly that is the Holy Grail, but no one has cracked the code on this one... The Lightning Class, which sees the same demographics, has embarked in the U32 (under thirty two) initiative to attract younger sailors. This innovative program has received a lot of attention from US Sailing and the sailing media and looks promising. We should observe and learn from this interesting initiative...

the age of our class is creeping up making the need to attract and retain younger members critical. Some argue that youth is the key and wonder what we can do to attract all those youth who participated in sail camps. Certainly that is the Holy Grail, but no one has cracked the code on this one. However, this may not be our niche. Perhaps thirty to forty something is a better match for our class. The Lightning Class, which sees the same demographics, has embarked in the U32 (under thirty two) initiative to attract younger sailors. This innovative program has received a lot of attention from US Sailing and the sailing media and looks promising. We should observe and learn from this interesting initiative. Maybe that is the solution or maybe not, but the important thing is to consider our future. Growth depends on bending the curve which requires a balance between what has worked and something innovative.

Perhaps the most satisfying thing that comes from taking a leadership role in an organization is working with the Executive Committee and all the other passionate Flying Scot sailors across the country. Not only did we accomplish good things, but I was also able to get to really know some great people. Looking at the team that will take the helm in June, I am confident they will do a great job and make our beloved FSSA stronger for the next sixty plus years.

One final reflection as I prepare to stand down: The Flying Scot has been an important part of life since I was kid in the Tarheel state. During that time many of the sailors were role models, some became class Presidents and others I got to know better as an adult. Sadly, most of them have gone aloft, but I hope they will be proud of what we accomplished during my time at the helm. Thank you for the trust you placed in me and the honor of serving as the FSSA president. 🚤



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Coast to Coast Idler

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



I first met Rich Obst in the Spring of 2017 when we joined the Massabesic Yacht Club in Auburn, NH. He had been more than active within the Flying Scot Class in the Pacific Northwest near the Columbia River. You can read all about it in *Scots n' Water!* See Volume 57 Issues no. 55 and 57.

Over the last eight years we have seasoned well in collaborative roles for the club and class. Times are always competitive and always fun when Rich is around, and I am sure he will be nearby and available for many years to come offering experience and guidance to sailors. It is time for us to pay some respects, not in the way you may be thinking, rather in the way you might open the gate for a horse to head out to pasture. The golden watch of second retirement when it is time for others to step up like he did, and others have and will continue to. That is what Scot sailors do. More on that later.

Rich and his brother Chuck shared the wonderful experience of living on boats that his father built in their formative years. He remembers the harbor master bringing them to school. Unfortunately, a hurricane that came through Bristol RI brought that happy time to a conclusion. Everyone was fine, but the boat is with Davy Jones now.

“I started out in Ensigns.” said Rich and then he reflects on the crew and competition and what they all did back then. Always the respect for what others brought to the cockpit. He and Brian Tyrrell crewed for colorful and successful bigboatskippers who were smart enough to recognize good



Happy Days gone by...

crew. Rich has a healthy respect for those bringing a different experience in craft like 110s and Lightnings. He routinely organized meetings with Massabesic dinghy fleets at local pubs during the off-season. For the past couple of years Rich worked with the Lightning Fleet Captain Ted Hardenbergh and Race Committee Chair (and Windmill skipper) Jack Cartland to hold mid-week sailing clinics.

There is a lot I don't know about Rich,

and it is entertaining to learn more every time our paths cross. Many times that has been on the way to the windward mark, and usually there is some last minute maneuver to avoid the insurance companies. We enjoyed a season as a part time team competing at Sandy Bay in Rockport Massachusetts. In the end though, we both knew we were made for the New Hampshire mold – whatever that may bring. Rich is consistent and

organized with an appreciation for seconds per mile realities. The little things add up. When mistakes were made, it was an ode to those who finished back in the fleet. It only hurts for a bit., maybe next year. Those fuggin bastards, so talented, sportmanlike, and irritating. It is way more fun when you win. Beautiful weather, nice day to be out on the water. Can of ice cold Narraganset waiting

Continued On Next Page



West Coast Idler



for you back in the cooler if you want one. Sometimes it is just nice to hang out with those who have lived the same good experiences and lessons learned. Those who make less errors have more fun. Remember that please.

Leadership is an odd thing. Some of us need it, some answer the call of duty, some don't even deserve it, but we tend to recognize them anyway – within reason. Alpha dogs suffer too, it ain't all their fault. Rich is the call of duty type who

leads by example. He doesn't need it. Those are the best kind. He is filled with the good qualities of conservative nature that breeds responsibility, and he listens to everyone. He wants to hear what they think before deciding what to do. You should listen to him.

Recently, Rich turned the helm over to James Wisley to captain the Massabesic Fleet. They have much in common, including being alumni of Roger Williams University at different times. James is

younger, but no less enthusiastic about sailing. They both found homes in the Flying Scot Class after years in other craft. James started rowing crew in college, but quickly realized sailing was his ticket to happiness. I rowed too, and never thought I'd miss the self torture so much. Must be forgetfulnostalgia disease. Wind power is easier!

James is a passionate sailor who discovered his love for sailing during his college years at Roger



Idler near the front of the fleet, as usual.



District Governor Dennis Dobe and Commodore Eric Feldborg awarding Rick Obst for his years of service as Fleet Captain.



Williams University. Initially, he rowed crew in Bristol Harbor for RWU, which sparked his interest in sailboats. He joined the sailing team and, in his sophomore year, purchased a small cuddy cabin to explore Mt. Hope Bay and the Kickemuit River.

As his enthusiasm for sailing grew, James spent a semester abroad with the Sea Education Association (SEA), sailing a 125-foot schooner from Key West to Santiago, Cuba,

across the Caribbean to Roatan, Honduras, and through the Yucatan Strait back to Key West, covering a total of 3,400 nautical miles. Ships – Sea Education Association

After college, James co-owned a 30-foot Cape Dory Ketch rig, cruising the coast between Maine and Martha's Vineyard. He currently owns hull #1260, named Vitamin Sea, and has undertaken significant restoration work to keep her competitive in the fleet. James lives

in Haverhill, MA with his wife and 3 children, who can be seen packed into the Scot from time to time.

I know for certain that James will be a marvelous Fleet Captain, and Rich Obst is anything but an Idler. They both know how to name a boat and serve fellow sailors. Head on up to New Hampshire in September and enjoy the annual One Design Regatta that is a club tradition. New Hampshire sailors are friendliest on the eve of autumn. 🚤

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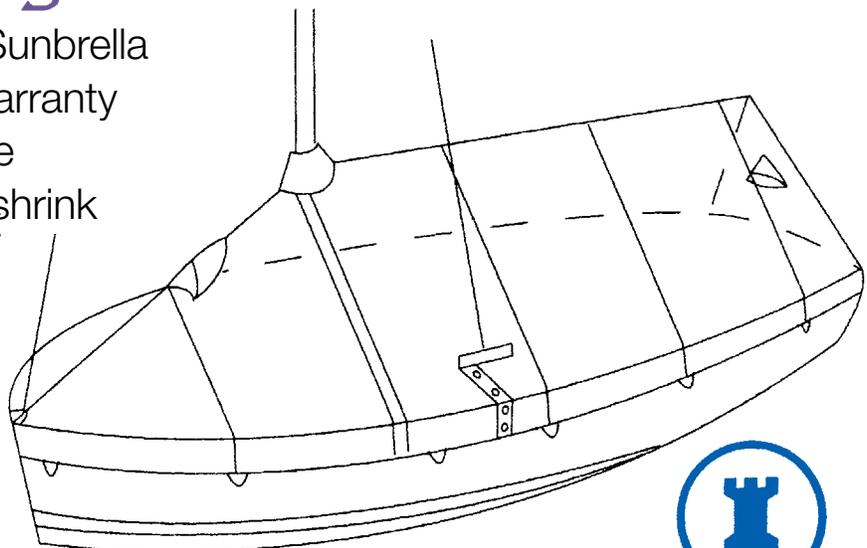
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Out on the Water More Often

By Luke Hickling, FS#4102, founder, EMO Electric



Luke outbound for a sunset cruise or sailing lesson

During my first 15 years sailing a Flying Scot I never used an outboard; there was simply no need. It was easy enough to sail in and out of the canal at the Westhampton Yacht Squadron. If the wind died it just took a bit longer to get home, and that was all right.

In 2020 I stopped working at a yacht club and started my own business, Moriches Island Sailing, offering private sailing lessons and sunset cruises. I'd sail my Flying Scot from my family's dock to a boat launch across the cove. I didn't have an outboard for the Scot and didn't think much of it; I'd just take the wind into consideration to get to the boat ramp

and finish lessons on time. Generally, that worked quite well, but there were a couple of times when I arrived late to or from a lesson. I decided to get a small outboard for the next summer to save time on my commute and hedge against uncooperative wind speed.

I wasn't very familiar with electric
Continued On Next Page



outboards at the time, but the idea sounded great. I quickly realized that cost would be the first hurdle; a brand new 2.5hp Yamaha four stroke sold for about \$1000, and the 3hp Torqeedo Travel 1103 was triple the price. Cost aside, I still had some reservations. Would the battery last long enough? Where would I take the motor for service if I had a problem? Would it be reliable? How would it do in salt water?

Ultimately, I went with the Yamaha, mostly because of the cost. It served its purpose, but looking back now, I laugh. The thing weighed about 40 pounds, leaked gas into the boat, and the second time I used the motor it didn't start. I quickly lost count of the gel coat scratches it caused every time I had to pull it out, and I almost dropped the thing in the water more times than I'd like to admit. I had to deal with getting gas for the motor and bringing it to the marina in the Fall to get winterized. And I couldn't believe how loud it was! I had assumed it would be quieter than the 40hp Yamaha four stroke on my

13' Whaler, but somehow, it was much, much louder.

By 2022, I wasn't just teaching people how to sail but also how to use powerboats. One of my students was my new neighbor, TR. TR owns a solar company and drives an electric car; he's a self-described "EV nerd." He went out and bought a cheap boat on Craigslist with an old, smokey two stroke. After a few times out on the boat, he quickly decided he needed a better solution. If his car was electric, why not his boat? As he started looking into electric outboards, he realized that there wasn't much information out there, and nobody to help guide him through the process.

TR saw a business opportunity and approached me about getting something going. By the following year, the two of us had started a business called EMO Electric. Our plan was to sell electric outboards, offer electric outboard repowers, and build an electric boat from scratch. But the first step would be electrifying my Flying Scot; it was time to ditch my Yamaha and give the Torqeedo a try!

The difference was like night and day. My Scot no longer smelled like gas. There was no more fighting with the pull cord, the motor just turned on when I pressed the button. The Torqeedo lived in a nice, padded bag underneath the stern, and my gel coat nicks per day went down to zero. The electric outboard actually weighed a few pounds more than the Yamaha, but since the battery and shaft came apart, I never needed to handle the entire weight at once. Getting the motor on and off the bracket became a breeze. Instead of going to the gas station, I'd just bring the battery home to charge every couple of weeks. In the Fall, I didn't have to spend money at the marina to winterize the motor, I'd just give the motor a good rinse and store the battery inside.

But the best part of my electric outboard was the noise. Unlike combustion outboards, most small electric outboards are direct drive, meaning the motor is in front of the propeller and underwater when it's in use. Not only is this much more efficient, but the small bit of sound that the motor makes is drowned out by the water.



Humming along through the calm.

If I had a sunset cruise and the wind looked questionable, I'd have the Torqeedo on the motor mount before leaving the dock. If the wind died, I'd center the mainsail, furl the jib, lower the motor into the water and go. Half the time my customers wouldn't realize it was on!

The concerns I had about electric outboards were quickly alleviated. The motor was reliable; I have yet to have a problem using any electric outboard on my Scot. Partly because I take good care of these electric outboards, which mostly entails keeping the contacts clean and giving them a rinse with fresh water after use. As wonderful as they are, they aren't quite as robust and durable as a gas outboard. But as long as they're treated with care, like most people would treat an expensive piece of equipment, they should last for years and years. I've had no issue with battery life, and it's rare that a customer purchases a second battery. The Torqeedo Travel 1103 gave me about 50 minutes of run time at full power (about 5 knots) and about an hour and a half at $\frac{3}{4}$ throttle (about 4 knots). This was more

than enough to get me out of the marina or home when the wind died.

The Travel held up well in salt water; after three years, I have yet to change the zinc. But rinsing the motor with fresh water is key for longevity. The vast majority of electric outboards on the market, with the exception of some small trolling motors, are built for use in salt water.

Servicing the motor hasn't been an issue, mostly because there isn't any regular service required. It is still harder to find someone to work on an electric outboard than it is a gas outboard, although all ePropulsion dealers are also service centers, and Torqeedo has service centers around the US.

Even though the Travel 1103 was a major upgrade from gas, it was a bit clunky. Locking the steering on the motor (to then steer with the Scot's rudder) was done with a pin, and to insert that pin, the battery had to be removed. The tiller came off of the motor completely, and I'd have to plug both the tiller and battery into the motor each time I went to use it. There weren't caps for the connectors,

which made me worry about corrosion. And there was a long plastic pin that secured the battery to the motor; it was just begging to be lost.

In 2025, it's impressive to see how far electric outboards have come in the three years since we started EMO Electric and I bought that first Torqeedo Travel 1103. Torqeedo made significant upgrades to their Travel motors last year when they released their new 3hp/1kW motor, the Travel S. They've eliminated the cables and pins, added multiple tilt angles, and made it easier to change your tiller friction, steering friction, and lock and unlock your steering. Torqeedo also introduced the Travel XP, a 5 horsepower version of their flagship motor. The 3hp Travel S usually packs plenty of punch for a Flying Scot, but the extra power from the XP will help you keep your speed up around 5kts if you're motoring against wind, waves or current.

ePropulsion, the main competitor to Torqeedo, has their own 3hp electric outboard. Their higher end version, the

Continued On Next Page



Spirit Evo, can be used with a remote throttle that connects to the outboard via Bluetooth, allowing you to lock the motor centered, steer with the Scot's rudder, and control your speed from the cockpit, without leaning back over the stern. The Spirit Battery even floats if you drop it in the water! ePropulsion also released their 1.5hp "eLite" last year, which only weighs 15 pounds and retails for \$1149—about 1/3 of the price of most 3hp electric outboards. When I tried it on my Scot, the boat still did four knots with two people on board; it's a great choice for sailors who just need something to get in and out of a marina or want an insurance policy if the wind dies.

There have been new entrants to the market for small electric outboards as well, notably Temo, based in France, and Remigo, based in Slovenia. Legacy outboard manufacturers have started to take notice; Tohatsu and Mercury both

have small electric outboards on the market, and Yamaha bought Torqeedo last year.

At the end of the day, you and I own Flying Scots because we're sailors. Many of us don't want or need to rely on a motor when we have wind in our sails. But my experience as a Flying Scot sailor of almost 20 years, and now someone who makes part of their living selling electric outboards, has convinced me of two things. First, sailors who already have a gas outboard on their Flying Scot should consider switching to electric. Unless the cost is a prohibitive factor, there is no good reason to own a small gas outboard. Electric outboards are easier to use and maintain and provide a better boating experience. Second, Flying Scot sailors who don't have an outboard on their boat should consider an electric motor. A small electric outboard like the ePropulsion eLite is a cheap insurance policy against the wind dying; if you cancel your Sea Tow membership, it will

Powering along with a rooster tail.



pay for itself in a few years. In addition to the convenience factor, there's also safety to consider; in the event of an emergency or a breakdown, an outboard could be your saving grace. And, maybe most importantly, having an electric outboard might just get you out on the water a bit more often. How many times have you skipped a sail because the wind seemed like it might be too light? Put it on your motor mount before you set sail. If the wind dies, center your mainsail, furl your jib, lower the motor into the water and go. Half the time you might just forget it's on.

If you have any questions about electric outboards, or are interested in one for your Flying Scot, feel free to get in touch. You can reach me at 631-204-8188 or Luke@EMOElectric.co. We ship electric outboards anywhere in the continental US, typically for free. We also offer demos on my Flying Scot in East Moriches, NY. You can also learn more at www.emoelectric.co. ▲

The Advantages of an Electric Outboard

1. My Scot no longer smelled like gas.
2. There was no more fighting with the pull cord, the motor just turned on when I pressed the button.
3. The Torqeedo lived in a nice, padded bag underneath the stern, and my gel coat nicks per day went down to zero.
4. The electric outboard actually weighed a few pounds more than the Yamaha, but since the battery and shaft came apart, I never needed to handle the entire weight at once.
5. Getting the motor on and off the bracket became a breeze.
6. Instead of going to the gas station, I'd just bring the battery home to charge every couple of weeks.
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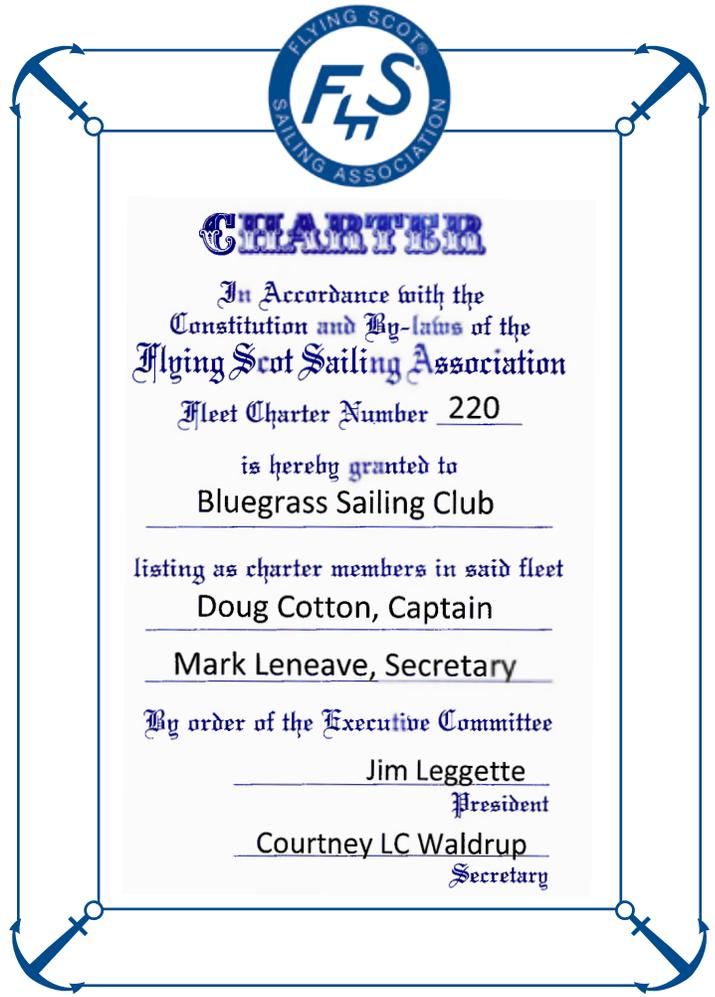
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- 5414** – Flying Scot, Inc., 2001; **\$11,500.00**; Paul Douglass; MD Eastern Shore; pdouglass1@comcast.net
- 5523** – Flying Scot, Inc., 2003; **\$13,500.00**; Luke Hickling; East Moriches, NY; lukehickling@gmail.com
- 5566** – Flying Scot, Inc., 2003; **\$12,000.00**; Karen Jones; Sarasota, FL; 207-749-3306; karen_jonesdba@hotmail.com
- 5789** – Flying Scot, Inc., 2008; **\$14,500.00**; Allison Felix; Indian Lake, PA; afelix5789@gmail.com
- 6173** – Flying Scot, Inc., 2020; ; Dave Hanusa; Dallas, TX; dave.hanusa@gmail.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

SOLD

“Get to a Thou.”

Membership District Increases

- Capital District:** 50 members to 74 **(+24!)**
- Carolinas District:** 39 members to 55 **(+16!)**
- Dixie Lakes District:** 59 members to 81 **(+22!)**
- Florida District:** 28 members to 46 **(+18!)**
- Greater New York District:** 70 members to 95 **(+25!)**
- Gulf District:** 12 members to 17 **(+5!)**
- Michigan-Ontario District:** 16 members to 31 **(+15!)**
- Midwest District:** 58 members to 80 **(+24!)**
- New England District:** 37 members to 61 **(+24!)**
- New York Lakes District:** 15 members to 25 **(+10!)**
- Ohio District:** 58 members to 91 **(+33!)**
- Pacific District:** 1 members to 2 **(+1!)**
- Prairie District:** 2 members to 3 **(+1!)**
- Southwest District:** 37 members to 58 **(+21!)**




CHARTER
 In Accordance with the Constitution and By-laws of the Flying Scot Sailing Association
 Fleet Charter Number 220
 is hereby granted to Bluegrass Sailing Club
 listing as charter members in said fleet
Doug Cotton, Captain
Mark Leneave, Secretary
 By order of the Executive Committee
Jim Leggette
 President
Courtney LC Waldrup
 Secretary

NEW MEMBERS

Capital

Boat # 2324 / Fleet # 203
 Esther Pertilli Massey
 1806 Potomac Greens Drive
 Alexandria, VA 22314
 571-228-3921
 emassey3115@gmail.com

Carolinas

Boat # 5932
 Bill Mills
 3529 Beaver Dam Rd.
 Cary, NC 27519
 919-623-5646
 Millsms1@juno.com

Boat # 5501

Carlson Benjamin
 828 Kimball Drive
 Durham, NC 27705
 919-634-0328
 brcarlsonphd@gmail.com

Dixie Lakes

Boat # 5357
 Andy Myrick
 191 Old Molino Road
 Fayetteville, TN 37334
 judgemyrick@me.com

Greater New York

Robert Hamlin
 1335 W Valley Rd.
 Preble, NY 13141
 315-877-5174
 roberthamlin61@gmail.com

Boat # 3843 / Fleet # 73

Christopher Saunders
 12 N Rhoda Street
 Monroe, NJ 8831
 732-597-6764
 csaunders1510@yahoo.com

Michigan - Ontario

Boat # 5387
 Thomas Bos
 514 Howard Ave
 Holland, MI 49424
 6168364422
 tomj@adbos.com

Midwest

Boat # 1009 / Fleet # 107
 Jack Couillard
 1777 Brighton Beach Road
 Menasha, WI 54952
 920-734-0894
 jcouillard2@new.rr.com

New England

Thomas Kolterjahn
 64 Federal Street
 Newburyport, MA 1950
 978-270-0483
 tkolterjahn@gmail.com

Southwest

David Grimes
 PO Box 2006
 Midland, TX 79702
 maria.sigala@dlinkgrimes.com

Welcòmè to our new fleet captains!

Fleet #1 Cowan Lake <i>Karla Thaxton</i>	Fleet #150 Lake Eustis Sailing Club <i>Ray Laguna</i>	Fleet #196 Massabesic Yacht Club <i>James Wisley</i>	Fleet #199 Sturgeon Bay Yacht Club <i>Griff Goetsch</i>	Fleet #203 Sailing Club of Washington <i>Bonnie Sylwester</i>
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● 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 FOR A FULL CALENDAR OF UPCOMING EVENTS)

- Regatta: 2025 Glenn Wesley Regatta at Lake Nockamixon, PA**
Date: 06/07/2025
District: Greater New York
Info: pscheetz@ptd.net
- Regatta: West River Sailing Club Dave Irely Memorial Regatta**
Date: 06/07/2025 to 06/08/2025
- Regatta: 2025 Egyptian Cup Regatta, Carlyle Lake, Illinois**
Date: 06/13/2025 to 06/15/2025
District: Midwest
Info: ecsutton@charter.net
- Regatta: Crescent One Design Regatta**
Date: 06/14/2025 to 06/15/2025
District: Michigan - Ontario
Info: garriehankins@hotmail.com
- Regatta: Full Moon Regatta - Save the Date**
Date: 06/14/2025
District: Greater New York
Info: dmstockwell5097@gmail.com
- Regatta: 2025 New England Districts at Duxbury, MA**
Date: 06/14/2025
District: New England
Info: Jmc20192@gmail.com
- Regatta: 2025 DCYRA Women's & Junior Regatta**
Date: 06/20/2025 to 06/22/2025
District: Ohio
- Regatta: Selby Bay Summer Solstice Regatta**
Date: 06/21/2025 to 06/22/2025
District: Capital
- Regatta: 2025 Junior NAC at Carlyle Sailing Association, IL**
Date: 06/23/2025 to 06/24/2025
District: Midwest
Info: 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
Info: rick@aboveandbeyond.tv
- Regatta: 58th Lowcountry Regatta**
Date: 06/28/2025 to 06/29/2025
District: Carolinas
Info: whcox3@gmail.com
- Regatta: 2025 Admiral Byrd Regatta, Cambridge Yacht Club, MD**
Date: 07/12/2025 to 07/13/2025
District: Capital
Info: cycsailing1911@gmail.com
- Regatta: Cambridge Yacht Club Admiral Byrd One Design Regatta**
Date: 07/12/2025 to 07/13/2025
District: Capital
- Regatta: Madison Clinigatta**
Date: 07/12/2025 to 07/13/2025
District: Midwest
Info: Dave@gorwitz.com
- Regatta: Fishing Bay Yacht Club Annual One Design Regatta**
Date: 07/19/2025 to 07/20/2025
District: Capital
- Regatta: 2025 Ohio Districts, Pymatuning Yacht Club**
Date: 07/19/2025 to 07/20/2025
District: Ohio
Info: ebchristman@gmail.com
- Regatta: 2025 Sandy Douglass Regatta**
Date: 07/25/2025 to 07/27/2025
District: Ohio
Info: emilyd.meehan@gmail.com
- Regatta: 120th Ephraim Regatta / Midwest District Championships**
Date: 08/01/2025 to 08/03/2025
District: Midwest
Info: 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
Info: dianekampf@charter.net
- Regatta: 30th Annual Crystal Ball Regatta**
Date: 08/16/2025
District: Michigan - Ontario
Info: lastsm7@gmail.com
- Regatta: 2025 MAYRA Flying Scot Championship**
Date: 08/16/2025
District: Greater New York
Info: johng2009@comcast.net
- Regatta: Crescent Sail Club Regatta - Free**
Date: 08/23/2025
District: Michigan - Ontario
Info: garriehankins@hotmail.com
- Regatta: 2nd Annual Lake Sunapee Flying Scot Invitational Regatta**
Date: 08/23/2025 to 08/24/2025
District: New England
Info: 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
Info: roger@theoquingroup.com
- Regatta: Scots on the Rocks & Carolinas District Championship**
Date: 08/30/2025 to 08/31/2025
District: Carolinas
- Regatta: 2025 Massabesic Yacht Club Annual One Design Regatta**
Date: 09/06/2025 to 09/07/2025
District: New England
Info: 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: Info: mcdermottaj@yahoo.com
- Regatta: Glow in the Dark Regatta at Clinton Lake**
Date: 09/13/2025 to 09/14/2025
District: Midwest
Info: fleet135captain@gmail.com
- Regatta: Greater Richmond Sailing Association Invitational Regatta**
Date: 09/13/2025 to 09/14/2025
District: Capital
- Regatta: Rehoboth Bay Sailing Association Invitational Regatta**
Date: 09/20/2025 to 09/21/2025
District: Capital
- Regatta: Potomac River Sailing Association Presidents Cup Regatta**
Date: 09/20/2025 to 09/21/2025
District: Capital
- Regatta: 2025 Scotahoochee Regatta and Dixie Districts, Lake Lanier**
Date: 09/20/2025 to 09/21/2025
District: Dixie Lakes
Info: 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
Info: seustis13@gmail.com
- Regatta: 2025 Kentucky Bourbon Regatta, Bluegrass Sailing Club, Gilbertsville, KY**
Date: 10/03/2025 to 10/05/2025
Info: dougcotton63@gmail.com

STARTING LINE Calendar Of Monthly Events (continued)

(VISIT FSSA.COM FOR A FULL CALENDAR OF UPCOMING EVENTS)

Regatta: 2025 WCSC Hospice Regatta, Anderson, SC

Date: 10/11/2025 to 10/12/2025
District: Dixie Lakes
Info: jakreidler1@gmail.com

Regatta: 2025 Open House Regatta, Corinthian Sailing Club, Dallas

Date: 10/17/2025 to 10/19/2025
District: Southwest
Info: mma4fa@gmail.com

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

Date: 10/25/2025 to 10/26/2025
District: Dixie Lakes
Info: wmassey0@icloud.com

Regatta: 2025 Fall 48 at Lake Norman Yacht Club

Date: 11/01/2025 to 11/02/2025
District: Carolinas
Info: krink4@yahoo.com

Regatta: NEW DATES: 2026 Midwinters at Sarasota Sailing Squadron, FL

Date: 03/06/2026 to 03/08/2026
District: Florida
Info: ikedaj@hotmail.com

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

Date: 05/29/2026 to 05/31/2026
District: Capital
Info: 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
Info: 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
Info: dianekampf@charter.net

Regatta: 2027 Midwinters at Pensacola Yacht Club, FL

Date: 04/02/2027 to 04/04/2027
District: Florida
Info: limerun@me.com

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.

There will be plenty of help! 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 editorefssa.com

- Cheers, Tim.



**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.

Price is \$65 (S&H included). To order, please call FSSA at (800) 445-8629.

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