

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 63 | NUMBER 1 | 2019

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SKIPPERS
OF THE FSSA**

**SECRETS OF
SARASOTA BAY**

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A NAME?**





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Brian Hayes

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One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

PRESIDENT

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

FIRST VICE-PRESIDENT

Bill Dunham*
700 Route 22 Trinity-Pawling
Pawling, NY 12564
845-855-0619 • bdunham@trinitypawling.org

SECOND VICE-PRESIDENT

Nancy L. Claypool*
712 Constantinople Street
New Orleans, LA 70115
504-899-0935
nclaypool@stonepigman.com

COMMODORE

John Domagala*
8711 Chelmsford Ln
Spring, TX 77379
941-896-2953 • limerun@gmail.com

SECRETARY/TREASURER

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

IMMEDIATE PAST COMMODORE

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-669-2484 • fgerry29@gmail.com

FSSA MEASURER

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

EDITOR, SCOTS n' WATER

Ned Johnston
66 Youngs Mountain Rd
Bar Harbor, ME 04609
207-460-0770 • editor@fssa.com

AMENDMENT COMMITTEE

Dan Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
412-831-1042 • samoyed4@verizon.net

WEBPAGE EDITOR

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-234-8047 • dianekampf@charter.net

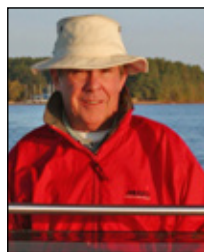
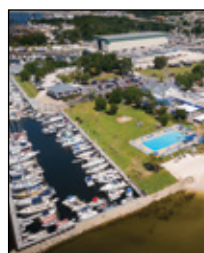
PARLIAMENTARIAN

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 it at <http://www.fssa.com> with your favorite browser.

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

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STAFF EDITOR/PROOFREADER: Courtney LC Waldrup (800) 445-8629.

ADVERTISING: Christine Driessen (800) 445-8629.

Cover Photo: Close racing during the 2018 Midwinters on Sarasota Bay. Photo by Molly Johnston

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Happy New Year!

Bill Vogler, FS#6140



Greetings Scot Sailors,

It's January 17th and I'm reminded of my President's message to the Flying Scot class in last year's (2018) *Scots n' Water*. What are we to do in the down time of winter when many Scot fleets are inactive on the water? I won't repeat last year's suggestions here, but there are a host of activities related to sailing that can fill your days. See my suggestions from last year: http://www.fssa.com/files/scots_62_1.pdf. However, all is not "dead" on the Flying Scot scene this January. Among other things, Flying Scot, Inc. is building new boats and now is a good time to consider a purchase. Call 1-800-864-7208 and see <https://flyingscot.com/>. Trade-in's are welcome!

The Flying Scot Sailing Association (FSSA) has been busy behind the scenes preparing for upcoming regattas. Our website can provide more information at www.fssa.com, but the Midwinter Championship in Sarasota, FL (3/24-3/28) is only 8 weeks away. Emails, conference calls, and texts have been flying back and forth between the FSSA Executive Committee, the National Championship Committee (Carol Claypool - Chair), and Race Director (John Pether) to guarantee another high-quality event at the Sarasota Sailing Squadron. There are already 17 regatta entrants as of this date! Last year's event was a huge success and, as it turned out, one of the favorite regatta days was when winds were too high for racing and regatta goers were "forced" to go out and enjoy beaches, restaurants,

museums and shops. At any rate, you'll find the NOR and online registration at http://www.regattanetwork.com/event/17735#_home. Early registration and measurement also is available at the Sarasota Sailing Squadron on March 22 from 5-7 pm by appointment only. Call Ron Pletsch at 941-704-1572 to reserve your spot.

Some other news is that the Pensacola Yacht Club is the host of the 2019 North American Championships (NAC) 7/13/19-7/28/19. The club has been remodeled after the most recent hurricane and appears to be a fantastic site for racing! Start making plans! The Women's NAC is scheduled for Massapoag Yacht Club in Sharon, MA August 17-18 and the Wife-Husband will be held in Dallas, TX at the Corinthian Sailing Club, September 13-15. The ACC site is yet to be determined.

It's really exciting to see what Florida folks are doing this winter in the non-sanctioned regatta realm! The Florida District has organized a series of regattas referred to as the Snowbird Series, conducted once a month at different sites e.g., Sarasota, Jacksonville, Davis Island in Tampa, Lake Eustis (plus a Scot clinic), and Indian River. Information can also be found at the FSSA website and the Flying Scot Florida District Facebook page. I've noticed quite a few snowbirds have flown down from chilly Northern climes to compete in loaner boats, something I've been tempted to do myself.

Further behind the scenes are activities conducted by local fleets. I'm aware

that the winter time is the perfect time to organize fleet business and have fleet socials. Fleet 83 at Lake Carlyle in Illinois uses a social in February to conduct elections. It's really an excuse to "party" according to the fleet leadership!

A couple of pleas before I sign off:

Charles Buffington has chaired a hugely successful FSSA Foundation activity which has used donated money from our membership to grant different clubs funds for a variety of things such as: (a) purchasing used boats and sails for how-to-sail programs, (b) boat equipment upgrades, (c) educational seminars, and a host of other things. Since it's inception, the Foundation has funded approximately \$35,000 to warranted programs and has collected another \$31,000 to be distributed for worthy projects. Please see Charles' article about the Foundation in the Volume 62(4) 2018 *Scots n' Water* magazine and consider making a donation to keep this strong program going.

Secondly, our new *Scots n' Water* Editor, Ned Johnston is doing a great job in his new role. However, he would like to see more articles submitted by the rank and file membership of FSSA. Articles could be about anything related directly (e.g. racing experiences) or indirectly (e.g., cruise trips) to Flying Scot sailing. Ned can be contacted at: nedjo@mac.com.

Have a great winter and keep in mind that sailing is only a short time away for those above the Mason Dixon line!

Smooth Sailing! 🚤

You've Come a Long Way, Scottie: Part 1

Debbie Peterson Cycotte, FS#4603, Class Historian

First of all, I would like to give Harry Carpenter a BIG HUGE THANK YOU for his endless help with this article and pictures he provided. Without his guidance and support I would never been able to write it. Thank you, thank you, THANK YOU!

If you have been in the class for a long time I'm sure you will remember some of these things...like the spinnaker guy hooks that were part of the chain plate, and reliably fouled the jib sheets, especially after the plastic piece was added... the old spinnaker sheets on the side decks, cleated with wood or metal jam cleats that would tear your shorts....the old vang bridle attached to the centerboard tabernacle....the wood cleats on either side of the centerboard tabernacle used for spinnaker halyards and vang. Now we are seeing many more control lines led aft, and tighter rig tension. We now have bow flotation bags and transom ports. Most boats use a hinge pin to raise and lower the mast, a different boom crutch, a more forgivable CB gasket, no more end of the boom sheeting, and cam cleats for main and jib sheets. Spinnaker poles, originally made of wood, are now aluminum or carbon fiber.

I encourage you to watch the You Tube Flying Scot 1962 Promotional Film featuring our designer and builder Gordon K. (Sandy) Douglass. Here's the link to it: <https://www.youtube.com/watch?v=wPmZ6ch5YNY>. You will see firsthand the old halyard winch, the mahogany rudder head and longer rudder blade, the rubber centerboard gasket, the old style boom crutch, end of boom sheeting and the old style of stepping the mast. It's a gem to watch!

HALYARD WINCH - The halyard winch

is another part of the Scot that has evolved over time. In the early years - 1957 thru the mid-1960s - the halyard winch was larger and heavier-looking with a big casting for the spools. The housing of the winch was made of wood covered with fiberglass and was much bigger. Then in the mid-1960s, Sandy's assistant, Eric Ammann, found a company in Canada that made a winch that had phenolic for the side plates and drums made of stainless steel. The core of the spool was made of aluminum. They used these until around 1980 when the Canadian company stopped making the winch. The boat company then developed one that was similar, but the spools were made out of a rod of aluminum, turned to make the spools one solid piece. The side plates were still made of brown phenolic but a little thicker to make them more durable. Just recently the factory decided to change from the standard brown phenolic to a black phenolic, but it's basically the same winch, just a different color.

BOW BAG and TRANSOM PORT - In the mid-1990s, in order to make it easier to rescue a Flying Scot after a capsize and



Old halyard winch box.



Newer dacron sailcloth CB gasket top of picture. Older rubber one below.

swamping, Harry and Karen made the bow bag standard in new boats. Not long after, the class made this required equipment. With the extra flotation provided by the bag, the bow sits higher and the boat is easier to tow when full of water. The transom port was also made a standard part of the equipment. By opening the port while under tow, all but about 3"

Continued On Page 19

Women Skippers of the FSSA

Deb Aronson, FS#6144, Midwest District

Lynn Bruss (left) with crew Deb Aronson and Stacey Rieu at the 2016 Newport WNAC



One of the many things I love about the Flying Scot class is how many women actively participate. At the regattas I go to there are almost as many women as men, which helps create a very friendly, warm environment (nothing against all you lovely men, it's just my observation). And, although I have gathered that the rate of participation in sailing among women is

growing, I know from personal experience that this high female/male ratio is still not the norm in most classes.

However, for all the women at any given Flying Scot event, female skippers are uncommon. Women more typically serve as crew — not that there is anything wrong with that! I, myself, am regular crew for my husband, Ben Williams, and I know many other readers are as well.

I love crewing, don't get me wrong.

Even so, I am in awe of women skippers; they represent a whole other level of sailing skill and confidence that I do not have.

For those of you who, like me, can't quite imagine being the captain, perhaps learning about a few women skippers of the FSSA might help. For those of us learning as adults, it might take a bit more time at the tiller, but if you already crew, you know more than you think you do. Why not make a resolution to spend a bit



Jackie Cattanaach at the 2014 Women's Championships at Monmouth, with crew Eileen Ewing.

of time on the helm in 2019?

If, like me, you didn't grow up sailing, don't despair. Plenty of women skippers, such as Jackie Cattanaach (FS#5716), learned to sail as an adult. Jackie was bit by the sailing bug after bareboating in the British Virgin Islands. As soon as she got home she signed up for a learn-to-sail program at Lake Lanier, in Atlanta. But she didn't stop there: she crewed on any boat for any one. Skippers would often let Jackie drive to and from the racecourse. She and her husband, Bruce, also each bought a Laser and traveled to regattas.

By the time they moved to Monmouth, New Jersey, Jackie was feeling a little too old for the Laser. Happily, FSSA member Jim Leggette, who lived there at the time, encouraged them to consider a Flying Scot. After trying out the Scot, Jackie sold her Laser and bought one. Jackie and Bruce take turns skippering (they trade off every season), but Jackie also skippered at the women's nationals several years ago (when it was held together with the standard NAC) at Cedarpoint, CT. That was a huge confidence builder she says.

When Jackie was at Monmouth they started a women's fleet. They held clinics and then a one-day race event. Jackie trophied, with Eileen Ewing as crew. These kind of local programs are a good way to get started or to build on your existing skills.

In addition, if you read the report on the 2018 WNAC in Chattanooga, you'll

see that that event boasted numerous first-time skippers. As Mary Anne Hopper (FS#5658), WNAC champion, notes, having this event as a stand-alone (rather than trying to find the energy for this event together with five days of racing at the NAC) is a very big draw to encourage more women to skipper.

Several women skippers in our class grew up sailing with their families, though not in a Flying Scot. Melissa Hemker (FS#5398), sailed with her parents in a Santana 20 and a J22 in Oklahoma City. She didn't do anything formal like lessons or camps, though she did race in college at Baylor where it was not uncommon for women to participate. Later she crewed on J22s, but soon, she was ferrying her children to sailing and other activities. When her kids were 13 and 10 years old she thought, "wait a minute! It's my turn!!"

By this time Melissa was living in Dallas so she investigated Rush Creek Sailing Club. Melissa originally thought she wanted to buy a Lightning, but after meeting Greta Mittman (another female FS skipper!) and trying out a Flying Scot, she bought one. She is very happy to be part of the Flying Scot class.

"It's not about the boat," she says she realized. "We love the class because of the people."

Mary Anne Hopper also grew up in the junior program in San Diego, primarily sailing Sabots. Unlike many of us, Mary Anne has had some serious coaching; her



Mary Anne on the stick.

first coach was Olympian Mark Reynolds. Like Melissa, Mary Anne took time from her own sailing to help her kids in the junior program, but eventually Mary Anne started crewing for sailmaker Bill Draheim on the Lightning and on the MC Scow.

When Mary Anne went looking for a boat she could sail with her husband (who is "very good crew") she bought a Flying Scot. Hers was the first Flying Scot at Rush Creek Yacht Club — Melissa's was the second. The coaching she received, plus her own competitive spirit, has served Mary Ann well. In the four major national events in 2018 in which she skippered - the NAC, the Women's NAC (WNAC), the Wife-Husband and the Midwinters - she's

Continued Next Page

been the top female skipper.

Mary Anne notes that with the loss of the Adams Cup (a US Sailing-sponsored women's championship that was retired in 2011), the Flying Scot WNAC is a huge draw.

"Typically women are crewing and men have their hands on the stick," says Mary Anne, "but the stand-alone WNAC is the best thing for the Flying Scot class. It promotes confidence. I like seeing that in other women."

Like Melissa, Mary Anne and Jackie, Lynn Bruss is married to her regular crew, Bill. Lynn (FS#6158) also grew up sailing, though in her case she and her mom learned together. In fact, Lynn's mother was only the second female member of the Lakeside Yacht Club in Cleveland, OH, on the shores of Lake Erie. Membership used to be open to men only. Lynn also crewed on a Paceship 26 and always begged the skipper for the tiller.

"I liked driving, especially on wavy Lake Erie," she says. "I was probably a bit of a pest."

Lynn and her mom learned to sail the Thistle together. Anyone who has tried to learn to sail on a Thistle knows that Lynn has many stories of their misadventures, including docking with the spinnaker up. Lynn remained undaunted. Once they also took Lynn's grandmother out on the Thistle. They swamped the boat (who hasn't swamped a Thistle?) and one of Lynn's best sailing memories is of her grandmother, housedress floating in the water around her, trying to bail the boat by taking the lid off the milk jug/bailer instead of scooping with the cut-out bottom.

But it's not all swamped boats for Lynn, far from it. When she and Bill moved to the Chattanooga area she found Privateer Yacht Club and someone suggested she might like the Flying Scot. Scot owner

Tom Clark let her skipper his boat and when she came home she told Bill, "I found our boat!" Now Lynn and Bill often do the Florida circuit, the national events and travel throughout the Dixie Lakes District and beyond. Lynn also won the 2016 Newport Women's NAC, with crew Stacey Rieu and Deb Aronson.

While these women all skippered a lot of types of boats before finding their home in the Flying Scot class, Nancy Claypool (FS#5945) was practically born on a Flying Scot. Nancy and her sister, Carol (also a stalwart of the Flying Scot class) — as well as sister Sandra and brother Bill — grew up sailing on the Flying Scot at the Milwaukee Yacht Club with their parents. Their late father, William, was a past president of FSSA. Nancy began skippering the Flying Scot in high school with her parents as crew. During college and after starting out her career at a major New Orleans law firm, she almost completely stopped sailing, except for her annual pilgrimage to Ephraim, WI to sail in the Ephraim Regatta.

After 20 years of doing what certain men in her life wanted her to do in her very precious spare time — like following them around on golf courses — Nancy decided that she wanted to start doing what she liked to do again: sailing and skiing. She began racing at Southern Yacht Club (New Orleans). She bought the family boat, FS #3445, from her mother and raced it at SYC. Then she got FS#5945, which she keeps at Southern. FS#3445 stays in Ephraim. In addition, Nancy is a member of the FSSA Executive Committee. She placed second in the 2016 Women's NAC at Newport, RI and third in the 2018 Women's NAC in Chattanooga. When she is not working, or skippering her Scot, she crews on other boats and enjoys team racing for SYC and the New York Yacht Club, of which she is also a member.

One message is that, while I am very Flying Scot-centric, if you are interested in getting to be a better skipper, get on any boat you can. No matter what you sail it'll make you better. But the other message is, of course, that all these women found their way to the Flying Scot, because it is such a great boat, and the class is full of great people! 🚤

Photos: Elijah Baylis Media



Skipper Lynn Bruss thanks her crew, and husband, Bill.

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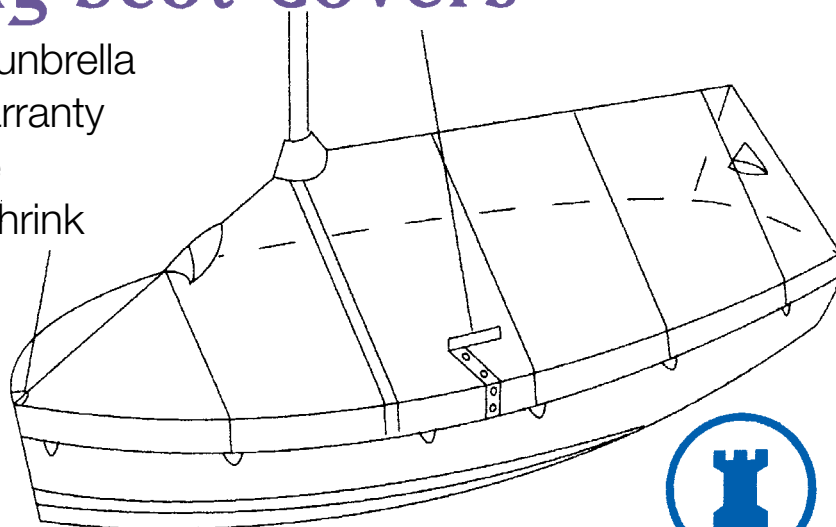
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What's in a Name? For Many Flying Scots, a Story

An ongoing occasional series by Amy Smith Linton, FS#6133, Florida District

Every year, BoatUS surveys the country to discover the most popular boat-names. The results often disappoint me. *Sea-renity*, *Happy Ours*, *Seas the Day*, and of course *Nauti-Boy* and *Wet Dream*.

It's not that these are bad names. I was myself a Smith, so where do I get off criticizing anybody's moniker? I have a friend whose dad has always named the family dog Taffy. No matter what the breed or color, it's Taffy.

Still.

Our first boat, #4925, was known as *The Mighty Majestic*, after Bill Draheim's placid exclamation on the way to the starting line at our first Midwinters in St. Petersburg. The boat plowed her way through the steep chop, straight-lining through the waves — very like an auto-ferry, come to think of it.

As the waves got bigger, the belly-flopping started, and in the stunned silence after the first boinging wallop, Bill said, "Ah, the mighty majestic Flying Scot." If it was an ironic name, it was gently ironic, like Mr. Draheim himself.

We called #5982, the *Speckled Butterbean* not because it was speckled, nor because we are fans of the lima bean. Instead, we borrowed the name from a restaurant we drive by every year on the way to Lake Eustis for the President's Day Regatta. We never have stopped for a meal there, and I believe it's now a defunct restaurant (wait long enough in Florida and anything will be transformed into a planned community). Still, we always remarked that it would make a nice boat name. It seemed vaguely rounded, Southern, funny — all à propos for us.

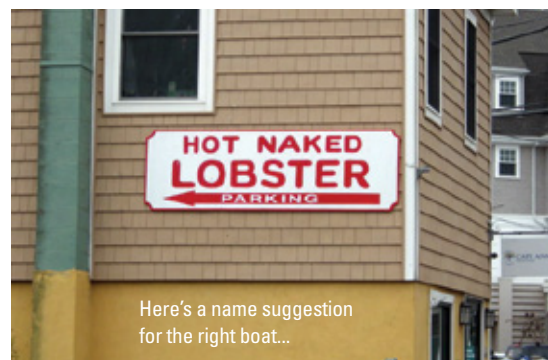
Our current boat, #6133, *The Scuppernong*, is named for the native



The author shows off her christening technique.



It's official. Jeff Linton names *The Scuppernong*.



Here's a name suggestion for the right boat...

American grape common to the eastern mid-Atlantic states. It's a tough-skinned fruit, like a concord grape but beefier, and with a color like the inside of a kiwi. My

favorite skipper claims scuppernongs are nigh on inedible, but I have a taste for them. And while the fruit has inspired both wine and song, we named the boat simply because the word is entertaining to say.

And after all, no matter how intense the competition, the boat is about fun. We

Continued Next Page

aren't alone in thinking it. Florida past gov'nor Mark Taylor used to have hull #4321, named, naturally, *Blast Off*. His kids loved it. On a light-air day, a continual random, treble chorus of "Blast Off!" followed as his team toddled around the course. (Do I even need mention that his team was often at the top of the podium, singing notwithstanding?)

When Mark and his wife Michele got their new boat, they named it *M & M*, a play on both name and appearance. Have you SEEN their spinnaker?! She's sexy green M, while he's funny orange one. So far they don't have a sponsorship deal, but they are working the merch!



Michelle and Mark - color coded.

There are more stories — of course there are. I hope to profile a few as time and *Scots n' Water* allow. If you want me to

tell your story, drop me a line! You can find me at aslinton@aol.com or on my website www.Amysmithlinton.com. 🚢



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Make plans now to sail your 2019 North American Championship this July 13-18 at Pensacola Yacht Club. PYC volunteers and staff are preparing to roll out the red carpet for our Flying Scot friends. This will be the fourth time the NAs have come to Pensacola. PYC previously hosted the event in '80, '93 & '02.

Regatta information will be posted on the Flying Scot Sailing Association website: <http://www.fssa.com/National%20Event/24791>

Hal Smith, PYC's Fleet Captain, promises top quality race management. Regatta Chairman, Tom Pace, will put together a great shore team and a program of activities for all. Our media team will spread the word and entertain you with nightly videos of sailing and shore side action.

The PYC team encourages Flying Scots to come from all over the nation to enjoy the "South's Finest Yacht Club." Many of you have been to Pensacola before, but not since we cleared off the eastern five acres of our waterfront, not since the new sailing center was built, not since the new launching ramp and upgraded hoist was completed, and not since our marina renovations were finished last Spring.

PYC now has 22 usable acres. The pool overlooks the bay. The Watson Sailing Center overlooks the bayou. Both are perfect for after-race socials. The grassy grounds offer ample space for boat storage and camping. It's first-come to reserve one of our four RV pads.

Our Grill Room Bar was named the



World's Best in 2017! The kitchen is first class, too.

Sailing on Pensacola Bay is spectacular. The bay is naturally protected by Santa Rosa Island to the South. The pass to the Gulf of Mexico is located to the southwest, across from the Naval Air Station

Pensacola and divides the Gulf Islands National Seashore on Santa Rosa Island from the western park on Perdido Key.

The racing area is a matter of minutes from the Bayou Chico Channel and the PYC marina. That allows more racing and less transit time. *Continued On Page 20*

Secrets of Sarasota Bay: Don't You Wish You Were a Local?

Zeke Horowitz, FS#6138, Florida District • Photos by Molly Johnston (except as noted)

A beautiful day on Sarasota Bay.



**Editor's Note:**

When I first joined the Flying Scot family I learned first-hand how generous folks were with help and advice. Even the top sailors - especially the top sailors - went out of their way to show me all the techniques and tricks they'd learned in their many years of racing Scots. This article is a perfect illustration. Zeke Horowitz certainly qualifies as a top sailor. In addition to winning our most recent Midwinters AND North Americans (along with his father, Jay), Zeke is also the current J22 World Champion and one of three finalists for the 2018 US Sailing Rolex Yachtsman of the Year award. In short - he's a rock star! So when Zeke offers to reveal everything he's learned about racing on his home waters, that's more than just good "local knowledge"... it's like a gift from the sailing gods!

Sarasota Bay has to be one of the most beautiful places to sail in the country. Its gorgeous blues and greens reflect off the sandy white bottom and its warm salty splash is always refreshing. Perhaps the only thing more heartwarming than sailing out of the Sarasota Sailing Squadron is the return back to the dock where you're always greeted with a cold beverage, a smile, and a story from another sailing enthusiast. It's no wonder why the Squadron's racing calendar is fully booked. Not only does this venue deliver a spectacular experience, it provides a challenging race track that keeps every tactician on their toes! The geography and weather patterns can create just about every type of racing condition imaginable. You can have a three day regatta that will have 50 degrees and 25 knots from the North one day, a 3-12 knot Easterly featuring 40 degree wind shifts the next day, and finish off with a building 8-15 knot sea breeze from the

Continued On Next Page



The author and his dad, Jay, winning the 2018 Midwinters on Sarasota Bay

Photos: Diane Kempf, used courtesy of North Sails

Northwest on the last day. Perhaps the only people scratching their heads more than the tacticians are the PROs that have the pleasure of running our races!

I learned to race on the Sarasota Bay when I was 9 years old and I'm very fortunate to be able to return often to my home waters. At times I've been on the right side of the Bay's challenges, and I've been on the wrong end of the Bay's challenges plenty as well. Here are some trends I've noticed along the way that might help in the upcoming Midwinter Championship.

A SEA BREEZE DAY

The sea breeze has a tendency to influence the gradient any time the temperatures get over about 80 degrees. If there is no other weather system in the area, and the day is supposed to get that warm, you can fairly reliably look for a light Easterly (often with a bit of South in it) when you arrive at the Squadron in the morning. Hopefully our PRO is reading this because there is really only one thing to do in this

case..... POSTONE! This Easterly will pump in and out and shift slowly to the South as it dies off throughout the morning. Keep an eye over the Van Wezel Performing Arts Hall (it's purple - you won't miss it!) and look for the puffy clouds that will usually build up until about 12:30. By about 1:00 or 1:30 the Easterly will have given up and as fast as you can snap your finger, the WNW sea breeze will make it's grand entrance off the shores of Longboat Key. Now we're in for a beautiful day of racing. The sea breeze is fairly steady but can feature 10 degree shifts, often influenced by the land as you get closer to Longboat Key. Shortly after the sea breeze comes in you can look for more velocity on the right side of the race course. Make sure you play shifts to get over there early and look for opportunities to cross back to the left at the top of the beat in order to play the land. As we get further into the cycle, the pressure tends to even out and you start seeing larger gains on the left at the top of the course. But be careful because as you

get close to Longboat Key, the holes of no wind get bigger and bigger, and you can get hung out to dry if you go too far. Try to keep an eye on the puffs rolling in off the Key on the downwind legs.

COLD FRONT DAY

You can typically see these coming from a mile away with any decent weather forecast. Unlike Miami, Sarasota is not so far south that we avoid the big winter cold fronts that sweep across the country. Often these fronts pass through overnight (tie your boats down!) and we are greeted the next morning with a few inches of rain, temperatures in the 40's and a NNW breeze, often gusting over 30 knots. If the breeze does settle down enough to go racing, you can plan on shallower water because the wind will have blown a lot of water out of Big Pass (the Southern exit of the bay near Siesta Key). This means "lots of sheep" as a popular class member likes to put it... known as steep chop by the rest of us. Plan on exercising your bailing arm



and your hiking muscles, as these days can be pretty full-on. The wind is generally pretty steady, so it's usually about starting at the favored end and avoiding tacks. These conditions put a premium on boat speed and boat handling.

STRONG EASTERLY

It's not unusual this time of year to have an Easterly breeze that starts out strong enough to be unaffected by the sea breeze. It will often start out around 15 knots in the morning and die down to around 5 knots by the end of the day. For the time we're racing, the puffs and lulls can be anywhere in that range. This is the most dynamic condition we get on Sarasota Bay. The shifts and puffs are quite large and not always predictable. The most important thing here is to get on the long tack early and stay on it as long as you can. Point your boat at the mark and you may have to sacrifice clean air to stay on the lifted tack. You can't afford to sail away from the big shifts. To me it seems like many times there is a left shift near the bottom of the course, a right shift in the middle, and a big left shift again at the top. But nothing can be counted as rock solid in this condition! Try to look up the course before the start and start in the area where you think the

most pressure will be. From there, decide what the shift is and get on the lift ASAP. Don't forget to plan for the downwind leg. As you're coming into the weather mark, decide what the shift is so that you can immediately get on the correct gybe once you're around the offset mark. There is a lot to be gained and lost there.

SOUTHERLY

It's rare, but every now and then we get strong breeze out of the South. In fact, last year's final day of racing at the Midwinters was blown out by a building Southerly. More often, when the breeze comes from the South it is lighter and more variable, often with big shifts and pressure from the right, as the sea breeze endeavors to have it's way. If you see a southerly less than about 12 or 13 knots, my money is on the right side of the course. The breeze generally marches over to the right in a typical "clocking" fashion with occasional "backs" to the left. Early in the day, it's common to see huge right shifts with velocity, but as the average direction becomes more and more from the West, the big shifts become less dramatic as the breeze settles in from the SW.

The right seems to be more reliable, but it's still possible to separate out to the left and play the shifts over there for a nice gain. Keep reading the water for velocity and play the compass numbers above all else.

These are some good rules of thumb that may help out when racing this year's Midwinters on Sarasota Bay. But I will be the first to say that this venue has stumped me plenty of times, even when I think I have a good idea of what is going on! That is why the racing is so fun here - everyone has to be on their toes and ready for anything! Hope to see you all down at the Squadron in March! ▲



One Club's Answer to Declining Participation in Sailing

by Ed Surgan, FS#5650, Greater New York District

In Eastern Long Island we enjoyed healthy Flying Scot racing from the 1990's until around 2010. Club-affiliated and individual boat owners competed in several regional events and in club-sponsored series all summer and fall. But the fleet started thinning out dramatically in recent years as owners and crew aged out, moved away in retirement, started playing more golf, or moved up to larger boats. As fleet captain and commodore at the Westhampton Yacht Squadron, I observed this change with sadness, and wrestled with a solution to save our Scot Fleet.

First, I needed to identify the reasons for the lack of new blood coming to the sport. The most obvious change at our club was the lack of family involvement, which had once brought generations from the same families to sailing and racing. Membership was changing, becoming younger and less knowledgeable about boats in general. Parents would bring their children to learn to sail and race, but their involvement ended on the dock. These folks also had less time to devote to themselves on weekends. Even with adult sailing offered after work on a weeknight, most who showed up were interested in a relaxing couple of hours cruising on the bay, while an instructor handled the sailing responsibilities. Who could blame them? It is a daunting undertaking to climb aboard a sailboat and be responsible for yourself and whomever you have invited along. Most people are simply too intimidated; understandably so. Then there is the cost of boat ownership. Even a modest investment in a



New sailors enjoying the camaraderie of sailing: Kirstin Naase, Julie and Steve Pomroy, Dave Kisla, Tim Feil.

used Scot can add up to thousands of dollars. For a novice, this also can be a tough decision.

I considered these issues and decided to start with investing in a couple of used Scots. The club bought the boats and offered them to qualified sailors and instructors to race and teach with. We welcomed anyone who was curious about sailing, and we immersed them right from the beginning. Our boats are on trailers, and after supporting the stern with a cheap ladder, the novices learned to rig the boat from inside while I, or other experienced sailors, would teach basic knots and equipment as we stood outside the boat. The teaching was direct without books or pamphlets. No one was expected to be an instant expert, but everyone came away knowing much more than they had before. Encouragement and tough love went hand-in-hand with the training.

Norm Wentworth, my friend and skipper, devised a schedule that would start before 9AM on Saturday and be off the water by 1PM. This left time for people to get back to their lives, with most of the afternoon to themselves. This proved to be popular. The on-the-water train-

ing included an experienced sailor or on the boat to instruct helmsmen and crew, as we started with the basic starting sequence and a short windward-leeward course. Members of our fleet volunteered their time and boats to give access to more novices. This unselfish mentality truly helped establish a comfort level among the participants. New friendships, and racing crews, would eventually result from this esprit-de-corps. The growth in self-confidence through participation, and the empowerment it has brought to new sailors, is directly proportional to the effort made to bring them into our great sport. As the enthusiasm grew, and more “buzz” developed about how much fun it was to sail and race, the club invested



Ed Surgan
and Norm
Wentworth.

in a couple more Scots. We now have 6 boats in excellent condition, plus member boats, that are used for training and racing. Our program is now 4 years old. It was our way to address the difficult issue of growing the sport and supporting our Scot class. Every club has their own choice to make. I hope this brief account of our very positive experience will help you keep your sailing participation alive and well. ▲

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of water drains out of the boat. The bag and port also allowed towing from the bow handle which makes rescue much easier than having to use a towing bridle.

BOOM CRUTCH - The original boom crutch was made of mahogany and it fit into a mahogany socket that was attached to the seat back near the aft deck. That boom crutch was only used for the first 15 - 20 Scots. Sandy and Eric then created a new crutch using two-pieces of aluminum tubing fastened together at their centers with a rivet. It was a cross shape and fit into two sockets in the aft deck. This method was used until about hull #1000, but it was a difficult piece to make. Eric then developed the one we have today - an aluminum pole, sealed on one end with a plastic oarlock on the other. This has been our boom crutch since hull #1000 until the present.

MAST HINGE PIN - The Flying Scot

was originally designed to have the mast step into the tabernacle and that's why there's a horseshoe shaped cut-out behind the mast step. Before the hinge pin was introduced, you would step the mast onto the little “pony-shoe” down inside the tabernacle, hold the mast there, and then attach the jib halyard and lift the mast up onto the step from the lower position. The advantage of this was the butt of the mast was lower, you had more leverage walking it up and it wasn't as heavy to lift. But the majority of the owners objected to lifting the mast free, even though it was held by the stays. It was a tricky maneuver if you weren't used to lifting it and setting it on the step. John Jones, a Scot dealer in Boston, developed a mast step hinge pin that's similar to what we use today. Now it's a standard item on every boat. Most of our owners find it a lot easier to go straight up onto the step than the old

“two-step” approach that was used with the original design.

CENTERBOARD GASKET - Another feature of the Flying Scot that has evolved over time is the centerboard gasket. The original boats had a thick rubber gasket. There had to be some play between the board and the inside of the centerboard trunk for the board to go up and down smoothly. In the 1970s, sail-maker Paul Schreck developed the sailcloth gasket that we use today. One of the advantages was that it lasted longer than the rubber. It was also thinner so you could have a much closer tolerance between the width of the board and the inside of the centerboard trunk. There is now very little play in the centerboard/trunk which helps upwind performance.

In the next issue we'll cover the mast, rudder, rig tension, end of boom sheeting, jib sheet snubbing winch and spinnaker poles. ▲

In summer months, sailors find a daily sea breeze that builds from a mid-day southeasterly, to the afternoon 12-15 knot southwesterly they love. In other seasons, the winds are determined by frontal passages, temperature variables, sunshine, and other factors. Tides are minimal - about one foot to one and a half feet.

Pensacola Bay is naturally deep with a white sand bottom. The water is clean, seasonally warm and can be choppy in a breeze, but is not often rough. The east-west shoreline in downtown Pensacola is perfect for regatta spectating.

Pensacola is hosting the New York Yacht Club American Magic, U.S. Challenger for the 36th America's Cup, as its winter training base for 2018-19. Pensacola Bay is a perfect venue for testing and development of the AM38 "Mule".

Over the years, Pensacola Yacht Club has hosted many national and regional one-design championship events. Youth regattas include the annual US Sailing Junior Olympic Sailing Festival, the USODA National Championship, the 2010 USODA Gulf Coast Championship, the USODA Southeast Championship in 2013 and the three-event USODA National Championships in 2015 and 2018. Last summer the club hosted the Optimist Nationals with over 300 boats, skippers, plus their coaches and families.

Adult competitions at PYC have included several Thistle and Lightning Class North American and regional Championships, a Melges 24 National Championship, the US Sailing Single Handed Championship and the Corsair Nationals. Last October,

PYC hosted the Kona Board North American Championship. The Thistle SE Championship is scheduled for this April 6-7.

We look forward to welcoming the entire Flying Scot family to discover the magic of Pensacola Bay. 🚤



STARTING LINE Calendar Of Monthly Events (FROM MARCH 2019 TO SEPTEMBER 2019)

Regatta: FL District #6 Merritt Island Space Coast Invitational
District: Florida
Date: 03/09/19 - 03/10/19
Info: picco5boca@aol.com

Regatta: 2019 Midwinter Championship at Sarasota Sailing Squadron
State: Sarasota, FL • **Date:** 03/23/19 - 03/27/19
Info: manager@sarasotasailingsquadron.org

Regatta: Scots 'n Water Submission Deadline
 2019 Issue 2 • **District:** National
Date: 04/01/19
Info: editor@fssa.com

Regatta: FL District #7 Sanford, Ladies on the Lake Regatta
District: Florida • **Date:** 04/12/19 - 04/14/19
Info: calmly@cfl.rr.com

Regatta: Dixie Lakes District Championships - Western Carolina Sailing Club
District: Dixie Lakes • **State:** Anderson SC
Date: 04/13/19 - 04/14/19
Info: jakreidler@mindspring.com

Regatta: Chattanooga Choo Choo Regatta
District: Dixie Lakes • **State:** Tennessee
Date: 04/27/19 - 04/28/19
Info: tclark148@comcast.net

Regatta: Great 48 (Lake Norman)
State: North Carolina • **Date:** 05/04/19 - 05/05/19
Info: sean.odonnell@lnsailing.org

Regatta: FL District #8 Key Largo, Painkiller Regatta
District: Florida • **Date:** 05/17/19 - 05/19/19
Info: jim@jimsignor.com

Regatta: Grits n Haggis
District: Dixie Lakes
Date: 05/18/19 - 05/19/19
Info: bgraves216@gmail.com

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15 – Douglass; 1958; **\$1,333.33**; John Izmirlian , Bradenton, FL; fishermensheadquarters@yahoo.com

209 – Douglass; 1960; **\$2,900.00**; J. Penwarden , Orwell, VT; johnnyshootsfilm@mac.com

449 – Custom Flex; 1963; **\$4,000.00**; Jim Kauffman , Evanston, IL; 312-961-1162; jimbkauffman@gmail.com

970 – Ranger; 1966; **\$650.00**; Mr. Hinds , Toledo, OH; nphinds@embarqmail.com

1790 – Douglass; **\$3,000.00**; Goreville, IL; bills33950@yahoo.com

2204 – 1972; **\$3,000.00**; Red Bank, NJ; anthony@bitsandatoms.net

2499 – Douglass; 1974; **\$3,975.00**; Fred Breekland , Ridgefield, CT; 203-438-3358; fbreekland@gmail.com

4140 – Flying Scot, Inc.; 1985; **\$5,500.00**; Sarasota, FL; norris.elswick@gmail.com

4228 – Douglass; 1986; **\$10,900.00**; Doug Schollenberger , Baltimore, MD; fds1612@yahoo.com

4728 – Flying Scot, Inc.; **\$7,700.00**; David Cioni , Delavan Lake, WI; 312-656-9143; dcioni@tds.net

4758 – Douglass; **\$7,500.00**; East Patchogue, NY; 631-882-5680; hummel4876@aol.com

5155 – Flying Scot, Inc.; 1997; **\$8,500.00**; Pete Scott , Island Heights; 732-762-5737; wascotty1@yahoo.com

5239 – Flying Scot, Inc.; 1999; **\$7,900.00**; Jim Gordom , West Palm Beach, FL; 561-358-6885; jimgordon@aol.com

5430 – Flying Scot, Inc.; 2002; **\$10,500.00**; Jim Harris , Carlyle, IL; 314-966-8404; etstruckhoff@att.net

5598 – Flying Scot, Inc.; 2003; **\$9,080.00**; Rick Lyons , Pinckney, MI; rl@chartermi.net

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Josh Goldman , Westport, CT; 917-859-7764; joshua.goldman@lushwike.com

5695 – Flying Scot, Inc.; 2006; **\$10,999.00**; Marietta, OH; 740-434-5341; zapple@icloud.com

5756 – Flying Scot, Inc.; 2007; **\$12,900.00**; Indianapolis, IN; 317-290-5913 or 317-937-8086; eigenbrod@comcast.net

5842 – Flying Scot, Inc.; 2007; **\$16,000.00**; North Georgia; 770-519-2833; nphj@yahoo.com

5847 – Flying Scot, Inc.; 2007; **\$12,500.00**; Pittsburgh, PA; andreyko@comcast.net

5927 – Flying Scot, Inc.; 2010; **\$9,900.00**; St. James City, FL; 203-641-2278 or 231-622-1023; joseph_connolly@comcast.net

5931 – Flying Scot, Inc.; 2010; **\$14,000.00**; David Whittle , Little Silver, NJ; 732-747-5033; davidwhittle654@gmail.com

5954 – Flying Scot, Inc.; 2011; **\$12,000.00**; Indianapolis, IN; 317-985-3276; ording.andy@gmail.com

Sails – see website for details; **\$200.00-\$700.00**; Mark Wright , Ft Lauderdale, FL; 954-914-8182; wrightmarkw@outlook.com

Spinnakers & Parts – see website for details; **\$500.00**; Jim , Florida; 561-315-7617; jprmer244@bellsouth.net



Wondering why skipper Dean Marlin is grinning? It's because he is sailing his brand new Flying Scot and having the time of his life with his crew, Susan Mucha and Chris Peters, at the Sarasota Midwinter Regatta. Interested in a brand-new Flying Scot? **Call the Flying Scot Factory (800-864-7208) and learn what they can do for you!**

In Memory of a Wonderful Friend

Debbie Peterson Cycotte, FS#4603, Capital District

Sailordave Batchelor passed away on September 13, 2018. He was 77. Dave was a devoted husband, a terrific father, a wonderful grandfather, a fantastic uncle, a caring son-in-law, and the best neighbor and friend anyone could have. He was happily married to the love of his life, Ann, for 54 years. After graduation, they settled in Cary, North Carolina where he began his long career as a research chemist at Chemstrand (now Monsanto). They raised two incredible daughters, Katherine and Tricia.

Fifty years ago Dave and Ann bought their first boat, a Sunfish, and were officially hooked on sailing. Later came Lasers and a Laser dealership called Triangle Sailboats. The late Bill Myatt got them interested in racing. They bought their first Scot, #2324, *The Green Hornet* in 1975. Then followed #4147, *Batchelor Party* and their last Scot, #5164, *Batchelor Party II*.

Dave was a Flying Scot “backyard boat dealer”, selling new and used Scots. In due time he joined the Carolina Sailing Club and developed a deep love for racing Flying Scots. Dave and Ann won the North Carolina Governor’s Cup (goes to the fleet with the largest number of boats) in 1987 and then Dave and Tricia won again in 2010. His love of sailing was eclipsed only by his love for the sailing community.

After retirement, Dave continued sailing and sharing his time and sailing knowledge with others. Dave not only contributed his vast knowledge of sailing to the Carolina Sailing Club, but he also wrote articles for sailing publications and created videos on sailing tactics, which he posted on YouTube. He was the Carolina District Governor numerous times.

He was affectionately known as Sailordave to his sailing friends. Throughout his life he taught, coached, mentored and encouraged so many. Sailing



was a great joy in his life and he cherished the friendships he made along the way. We learned so much from his patience, kindness, and love for life. Heaven gained a great one! Godspeed my dear friend! 🚢

Snowbird Series Update

Tom McNally, FS#5810, Florida District Governor

Winter sailing in Florida is a good option, even in a normal year. But this year’s crazy winter weather in the Midwest and Northeast makes it particularly appealing. The Florida District is halfway through the eight regatta district series, and just about to wrap-up the inaugural edition of the four regatta Snowbird Series. Participation has been fantastic with 16 teams competing at Coconut Grove in Miami, 30 teams at SSS in Sarasota, 17 at the Rudder Club in Jacksonville, and 28 at Davis Island in Tampa. (Check FSSA.com for complete results.) The

Snowbird Series finishes at Lake Eustis, where upwards of 40 boats are expected! It’s hard to get too much of a good thing, so this year, prior to the George Washington’s Birthday Regatta, Lake Eustis is hosting a two-day clinic run by Tyler Andrews from Flying Scot, Inc, and Ryan Malmgren from Mad Sails. A lot of teams are going to be plenty warmed-up for the Midwinters this year. The Florida District provides one last chance to prepare for Sarasota - that’s the Space Coast Invitational in Merritt Island, March 9 - 10, just two weeks before Midwinters. Come on down!



Photo: Randall Moring

NEW MEMBERS

Greater New York District

Boat# 5695
David Kisla
Westhampton NY

Gulf District

Boat# 4458
Blake Byrd
Little Rock AR

Boat# 2891

Chris Edwards
Hixson TN

Michigan-Ontario District

Boat# 2466
William Lockhart
Lansing MI

New York Lakes District

Boat# 5303 / Fleet# 35
Gregg Antemann
Fort Hill SC

Boat# 4443 / Fleet# 109

George Weir
Fly Creek NY

Ohio District

Boat# 2347 / Fleet# 37

Henry A. Ishizuka
Worthington OH

Boat# B216

Stefan Fiedler
Beloit OH

Southwest District

Boat# 5453
Mike Lindstrom
Conroe TX

Carolinas District

Boat# A303
Miles Rumsey
Durham NC

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Regatta: Buckeye Regatta Hoover Sailing Club
District: Ohio • **State:** Ohio • **Date:** 05/18/19 - 05/19/19
Info: dave@os-homes.com

Regatta: MSSC Memorial Regatta and Flying Scot Invitational
District: Dixie Lakes • **State:** Alabama
Date: 05/25/19 - 05/26/19 • **Info:** joel@verplank.com

Regatta: Scots 'n Water Submission Deadline 2019 Issue 3
District: National • **Date:** 06/01/19 • **Info:** editor@fssa.com

Regatta: Berlin Yacht Club Annual Invitational Regatta
District: Ohio • **Date:** 06/14/19 - 06/16/19
Info: skibums5@yahoo.com

Regatta: 2019 Douglas/Orr Regatta and Leg 1 of the Connecticut Cup
District: Greater NY • **State:** Connecticut
Date: 06/15/19 - 06/16/19 • **Info:** fs5516@yahoo.com

Regatta: 2019 Greater New York Districts
District: Greater New York • **State:** Lake Nockamixon, PA
Date: 06/21/19 - 06/23/19 • **Info:** fs5516@yahoo.com

Regatta: 2019 NAC at Pensacola Yacht Club, Pensacola, FL
Date: 07/13/19 - 07/18/19 • **Info:** limerun@gmail.com

continued on back cover



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(804) 761-3048
dcycotte@yahoo.com

CAROLINAS DISTRICT

Christopher Herman
1896 Meadowbrook Dr.
Winston Salem, NC 27104
(336) 723-3722
windward2006@live.com

DIXIE LAKES DISTRICT

Andrew Fox
121 South View Drive
Huntsville, AL 35806
(860) 354-6161
starfox170@gmail.com

FLORIDA DISTRICT

Tom McNally
924 Oak Forest Drive
Winter Springs, FL 32708
407-620-2793
calmly@cfl.rr.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

Steve Rajkovich
18 Alten Ave, NE
Grand Rapids, MI 49503
(616) 460-3662
steve.rajkovich@comcast.net

MIDWEST DISTRICT

Bronson Bowling
2512 Tamm Avenue
St. Louis MO 63139
(919) 349-6714
jaceboshwen@yahoo.com

NEW ENGLAND DISTRICT

Edward Jeffries
96 Southern Ave
Essex, MA 01929
(978) 263-1664
edward.jeffries@verizon.net

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT

Martha Sweterlitsch
118 N. Vine Street
Westerville, OH 43081
(614) 890-0072
msweterlitsch@beneschlaw.com

PACIFIC DISTRICT

W. Dale Dunning
4233 Happy Valley Road
Sequim, WA 98382
dale@daledunning.com

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
(913) 954-9580
pimm20@yahoo.com

SOUTHWEST DISTRICT

Robert Cummings
1239 River Craft Drive
Mesquite, TX 75181
(214) 341-1626
5658cumplings@gmail.com

STARTING LINE *Continued From Page 23*

Regatta: 2019 Deep Creek Yacht Racing Association Women's and Junior Regatta

District: Ohio • State: Maryland • Date: 07/13/19
Info: gfmeehan@gmail.com

Regatta: 2019 New York Lake Districts at Skaneateles, NY

District: New York Lakes • State: New York
Date: 07/26/19 - 07/28/19 • Info: rjeppel@gmail.com

Regatta: 2019 114th Annual Ephraim Regatta

District: Midwest • State: Wisconsin
Date: 08/03/19 - 08/04/19 • Info: ephraimregatta@eyc.org

Regatta: Scots 'n Water Submission Deadline

2019 Issue 4 • District: National
Date: 08/15/19 • Info: editor@fssa.com

Regatta: 2019 Women's NAC at Massapoag Yacht Club

State: Sharon, MA • Date: 08/16/19 - 08/18/19
Info: dianekampf@charter.net

Regatta: Scots on the Rocks

District: Carolinas • State: South Carolina
Date: 08/31/19 - 09/01/19 • Info: r98gaskin@gmail.com

Regatta: 2019 Massapoag Yacht Club 70th Annual Regatta

District: New England • State: Massachusetts
Date: 09/06/19 - 09/08/19 • Info: dianekampf@charter.net

Regatta: 2019 Wife Husband at Corinthian Sailing Club

State: Dallas, TX • Date: 09/13/19 - 09/15/19
Info: 9abcummings@gmail.com

Regatta: BSC Leukemia Cup

District: Dixie Lakes • State: Alabama • Date: 09/14/19 - 09/15/19
Info: wadesail@att.net



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