Pacific District Highlights
North Customers Celebrate The New Millenium With A Sweep!

North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (left). Harry and Jimmy Carpenter (right) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making us look good!
CONTENTS

2001

4 Somebody Moved Jamie's Cheese
5 From the President
5 Sailors Quiz
7 Racing Upwind in Big Air

PACIFIC DISTRICT HIGHLIGHTS
9 The Road to Inverness
11 Fleet 100's Triple Crown
12 2002 MidWinters - Notice of Race
15 Fleets In
16 Not Everyone Races!
17 Reasons to Sail and NOT Do Other Things
19 Racing Tips

In Every Issue
21 Starting Line
22 Flying Scot New Members
23 Caveat Emptor

ADVERTISERS

2 North Sails
6 Schurr Sails
8 Flying Scot, Inc.
10 Fowler Sails
14 Layline
16 Sailors’ Tailor
18 Quantum
18 Rookie Sails
20 Midwest Sailing
23 Joyce Halliday Prints

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The FSSA Flying Scot Website is online.
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. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format.

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On the cover: Downwind at Ft. Worden.
Somebody Moved Jamie’s Cheese
by Jamie Cannon, FSSA Headquarters

I recently read a great book called Who Moved My Cheese? and I highly recommend it if you have any kind of change, major or minor, happening in your life. This little book is a quick and simple read that deals with handling the curves that life inevitably throws at us. What prompted me to read this best-seller book is that my cheese has definitely been moved.

I think that an issue within change involves decision-making. Always, when I have been faced with change I could see out, for there was a decision to be made – and decision makers must be mature. I have had major adjustments going on in my life the past few years and these changes have made me realize that I am, perhaps, more mature and stronger than I once gave myself credit for. So, change can create a self-test – a pop-quiz, if you will, for us to take a close look at ourselves as individuals. I suppose this would be looking at the glass half-full – the way I try to live.

I know of persons this year who have had to handle some catastrophic changes in their lives that created major alterations. Losing a loved one constitutes the epitome of change and I thank God that I haven’t had to face that one, yet. Some changes can be good, involving a new beginning or refreshment, so to speak, and cause one to – pack! I am engaged to marry a man who lives in Baltimore, Maryland, so that is taking me away from Columbia, South Carolina and, in lieu of that, away from J. Edgar Eubanks and Associates, as well. (Big, major change!)

As an administrative assistant to the Flying Scot Sailing Association, allow me this opportunity to humbly express my gratitude to the members of this fine organization for the past couple of years. It has been a wonderful adventure for me and I am grateful to so many of you. I hesitate to mention names in fear of leaving someone out, but I must thank two people in particular. Those two would be the FSSA presidents that I have worked for, Dan Goldberg and Jim Harris. Dan, thank you for your patience with all that you taught me when I first came on board – not only about sailing and the association, but also about life in general. Your gift of teaching is an inspiration to me. Jim, as well, you were passed the torch and handled it with an ease of transition that did not go unnoticed. You are a gentleman and a scholar and I appreciate you, your dedication and the passion with which you work.

I want you to know that I am leaving you in good hands. My friend and colleague, Courtney Cantrell, who already knows much about the FSSA because of her work with the website, will take over my duties. I know you join me in welcoming Courtney. You will get to meet her at Midwinters in March.

I will remember all of you with fondness and will always treasure the friendships I have made with so many of you. God speed! Happy and safe sailing to all of you!

May the road rise up to meet you.
May the wind be always at your back.
May the sun shine warm upon your face;
the rains fall soft upon your fields and
until we meet again,
may God hold you
in the palm of His hand.

Traditional Gaelic blessings

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SCOTTS 'n WATER
From the President
by Jim Harris, FS 4296

Betty and I attended the Jubilee Regatta, November 9-11, in Pensacola and had a wonderful time (oh, those oysters!). Bernie Knight (our ‘02 NAC regatta chairman) hosted the affair. The supporting cast included Jerry (PRO) & Sunshine Hartman, Tom & Sandy Pinkel (from Carlyle Sailing Association) and David & Leah Brewer from Pensacola. The weather was great for the weekend as well as during the extra week we spent on the beach in Alabama.

Pat Manicchia, how did you get such a good-looking son?

Pensacola Yacht Club is an excellent venue for the NAC’s. There is plenty of water, wind and things to do and see. Bernie is working hard to see that we have a great regatta. I hope we get a big turnout. The dates are July 20-26, 2002.

Jim Robinson and the St. Andrews Bay Yacht Club gang are also working hard to have another outstanding Mid-Winter Regatta, March 18-22. Some significant subjects will be addressed at our meetings there, and I hope we will reach some important decisions. Some of the issues are: Masters division format, NAC divisions, website changes and Scots ‘n Water. Please encourage your District Governor to attend or to send a representative.

I’m doing my part for the sagging economy, having bought that brand new Flying Scot. My old boat, #4296, will soon be sailed by Bob Summerfieldt of My Old Flame fame.

See you on the water!

Sailors Quiz
as seen in Windword, Wandycrest Sailing Club

TEST YOUR KNOWLEDGE OF SAILING BY ANSWERING THE QUESTIONS BELOW

1. What are the two advantages of the bowline knot?
2. Who are the “three men in the tub?”
3. The moon looks like a capital D tonight in the northern hemisphere. Is it waxing or waning?
4. What is meant by a “slit rig”?
5. What do we call a wind change that forces a vessel to bear off to maintain a proper sail trim?
6. On the Mississippi River, how are green and red buoys differentiated easily at night?
7. What do we call the theoretical distance advanced by a propeller in one complete revolution?
8. Besides its effectiveness, what is the advantage to the Danforth anchor?
9. What is meant by “freshening the nip”?
10. To maintain proper sail shape, what should ordinarily be done to halyards as wind speed increases?

Answers are below.

VOL.45, #6 2001
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Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

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Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

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Racing Upwind in Big Air
by John Luard, FS 4240

At twenty seconds to the start a blast hits us, a starboard lift. The entire fleet fogs their sails and the middle crew screams out the time remaining. I can barely hear her although we’re inches apart. We manage to stay in balance, sailing on the leeches of both sails, pinched up to keep a hole to leeward.

The gun goes, I shout, “HIKE, vang on hard”, we’re off.

Paul Lee starts just below us, and a regatta leader, Alby Terhune, comes out fast from the port end, the crew of three clinging to the topsides, only their lower legs in the boat.

The forward crew starts the information: “Several boats got off the line to windward better, the compass reads 190. Fisher is almost abeam to windward, 50 feet away. There is a huge pack on your hip, can’t tack for a while.”

“Thanks, like.”

“195, a lift. I assume you see how close Lee is?”

“Yes, here we go.”

“192”

All around is noise. The rigging whistles, the front third of the main luffs, the waves come over the bow, but it’s remarkably calm and happy in my brain. Anxiety vanishes into the exertion of hiking while easing and trimming the big Flying Scot mainsail. The helm is light, the doubts are gone.

Terhune and crew are the same speed, but pointing higher than most, and, a couple of minutes into the race, have worked themselves almost directly in front of Lee, with three or four lengths of water between them. Their pointing has forced most of the boats to our left to tack, soon it will be Lee’s turn. But I’ve been copying Terhune. Even flatter we sail, even more main we luff, the helm goes completely neutral, maybe even some lee helm, but we are fast; we make less leeway. The forward crew reports Fisher is gaining less; the fleet is dropping back. Soon Terhune is headed and tacks. He will cross the fleet. The header reaches us a few seconds later but we hold for a bit, to avoid Fisher tacking on us. When farthest to the left we tack and all the leaders are on port.

Normally being farthest left is not the place to be since the next shift is likely to be from the right. But, today is our day, the wind rotates toward the left, only a few degrees. This little shift appears to be a land effect (Ocean Gate beach is a quarter mile away) and it doesn’t spread down into the fleet, only Terhune and our boat seem to have it. We feel fast, mean and strong, ready to parry and thrust with the wind and waves and, on this day, on this one leg, thrive.

Eventually the fifteen degree oscillations return, but by that time Terhune and our boat are directly downwind of the yellow tetrahedron and 50 yards ahead of the pack. Terhune is still faster, but not by much, and we’re second to the mark, planing off under spinnaker while the remaining 54 boats flog their way upward. It may never happen again, but it was sweet. When we’re going well, the whole picture is clear: we see the big shifts and the small wavelets, we hear the sounds of the luffing main and the bow wave of the boat on our hip. Exhilaration comes from getting and keeping the boat in balance despite the gusts, shifts, and waves. Tugs on the tiller are eliminated: the lack of pressure on the rudder makes steering around waves easier. The symphony of wind, water and boat is the payoff for our training. The symphony will play all winter.
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40" fixed length black anodized aluminum fluted tube w/black "hyperlon" grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts. $34.00
Clip to hold extension to tiller. $1.85

Ronstan Telescopic X-10 Tiller Extension...
29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. "Hyperlon" grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts. $58.35
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Spinnaker Pole...
1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. $189.00

Transom Port 4"...
Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Loofer hole saw available. $9.65

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Motor Bracket...
Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template. $122.00

Bow Flotation Bag Kit...
Reserve buoyancy to help keep bow of a swamped Scot upright and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat color and/or resin not included. Price complete. $54.10
Replacement bag only. $39.70

Web Lifting Bridle...
Lightweight polyester webbing is easy on the boat and sail. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle. $68.00

Jiffy Reefing Kit...
Hardware line for single shoe to reduce mainsail area by about 25%, but does not require removal of the bottom battens. Modification to mainsail for reef grommets not included. $47.70

Aquameter Sailor II Compass & Mount...
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. $70.00

Plastimo Contest Tactical Compass & Mount...
3 1/2" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lube line, tack through 90 degrees and you will read the same number on the opposite tack & lube line. Magnetic mount is held in place by shock cord for easy installation. Price complete. $230.00

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Rudder Lift System...
Features custom stainless steel bracket for lift line and shock cord to pull blade down and hold it down. Great for wood prone or all classes. Complete w/fasteners. $81.00

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Grab Rail $21.00

Mainsail Flotation...
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The Road to Inverness
by Ken Nelson, FS 25

So on we went over the hill to Frisco, down to the Haight, to check out the "Chopper" shop. Al had drooled all over the magazine with the chopper of choice on the cover, and wanted to check out the real article. He warned us not to intimate that we were members of the "Outlaws" or the Hell's Angel owner would likely take us out (not to dinner). After a couple of hours in the shop looking at parts for choppers (NOT Harleys), we were over the Golden Gate and on the road to Inverness, the holy grail of Flying Scot sailing on the Pacific Coast. Five boats from Fleet 100 (well four actually as Wanda and I chartered the Fleet 40 Fleet Captain Stanton Morris' boat), made the long trip to Inverness. Fleet 100's Pacific District Champions Al Hopp, FS 4887 (1998 District Champ) sailing the newest boat in Fleet 100, Van Ramsdell's, FS 5407 and Dennis Trimble, FS 1863 (1999 District Champ), made the trip. Pacific District Governor Ken Nelson, FS 25, Roger McVicker, FS 4368 and the "Flying Pickle", aka Gilles Gherkin, Dave Gilles, FS 2169, also made the trip to this year's regatta. Fleet 40 on Tomales Bay at the Inverness Yacht Club hosted this year's event. Participants enjoyed the legendary high-wind sailing, spectacular scenery, San Francisco and the Napa/Sonoma vineyards.

Al, Wanda and I spent some time on Thursday getting acquainted with the local wineries in Napa. Not sure that we had made the right call, we went out again Friday for a more in depth tour, spending enough time on Mt. Veeder to get acquainted with the higher echelon art and wine crew. Then having set up camp at Olema, we toured what is affectionately known by the locals as the "lichen fleet". There are Flying Scot's of

Continued on page 10
every ilk on site from the lichen encrusted ones to the brand new variety. Van Ramsdell broke his boat in style, bringing his awesome, beautiful, cherried out, race equipped, sparkling, brand spanking new, flawless, gorgeous, gleaming, brilliant, polished, spectacular, oh, and did I say beautiful, new FS 5407. Boy did I hate to see all that banging at the dock!!

So, in the land of the crotch rocket, with Ducati's and Bimmer bikes a dime a dozen, our reformed Harley Hippy Al Hopp, Fleet Captain for Fleet 100 and all around great guy, lead the Van Ramsdell team to its first outing in Inverness. The new legendary winds were there like clockwork, building just as the tide filled the bay allowing us to go sailing...I am always amazed to see the Scot's at the lift being placed in the bay, they look so light, almost like they are Flying...And boy did they, at the time of the third race of the day on Saturday, the winds were really picking up. I asked Dennis Trimble if the winds lived up to the legend and he said, "if anything, you understated it!" Kim Desenberg of Fleet 40 and Wylie Rabbit, National Champion, Robert Cardwell (perennial District Champ), led with Al Hopp and Ken Nelson in close pursuit in the first race (delayed so the wind and water would have a chance to build). That first race was a great start to a great regatta. We had two more races on Saturday as the wind continued to build. Saturday night our hosts had a fantastic feast with local barbecued oysters for appetizers. Sunday produced two more great races, with Kim Desenberg and Robert Cardwell coming in first and second respectively. In a regatta that saw a couple of capsizes and ear-splitting grins on all the sailors, this was a regatta to remember. I can't remember when I was more tired. We'll be back!

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Fleet 100's Triple Crown
by Ken Nelson, FS 25

Well it was quite a year for old number 25. The year started out with the Desert Regatta held at Charbonneau Park on the Snake River, just above Ice Harbor Dam. For over 25 years this has been one of the biggest inland regattas in the Pacific Northwest. Written up in Sailing World by the Tasar fleet a couple of years ago as one of their favorite "bush" regattas this regatta draws world class sailor's from around the Pacific Northwest. The McKee brothers, off to New Zealand for the America's Cup have been frequent attendees, as well as all the other hotshot sailors in the region. One of the earliest regattas, it is generally the first weekend in May each year, a time when many are still chipping ice off the ramp. For the 1st time since 1998 someone broke perennial champion Al Hoppe's hold of the Desert Regatta championship. In a close regatta not decided until the fickle winds of fate on the last day of racing, we were able to come up with a victory in the last race to break the tie with the venerable Harley Hippy Hoppe FS 4887. Al Hoppe was the hero of the Pacific Northwest when he was able to break the 33 year stranglehold that Inverness had placed on the Pacific Districts in 1998. The Desert Regatta this year had a mix of conditions with almost Inverness like winds on the first day. Strong winds the first day really favored those who were able to get out in front by the weather mark. The end of the first day's racing had Al Hoppe and us (FS 25) tied for first place. Sunday started out with light winds that only got lighter as the day went on, this proved critical in the last race as sailors struggled to finish within the time limit within yards of the finish line. Fortunately for us, we were able to cross ahead of the rest of the fleet for the victory.

Leg two of the Triple Crown is our annual Ft. Worden regatta, held in Port Townsend. This is our traditional site for the coveted "Bronze Bucket" regatta. In 2000, this was the site of our second hosting of the Pacific Districts with some of the strangest conditions on record. Robert Cardwell of Fleet 40, taking the regatta back to the legendary Inverness, won this regatta by anchoring in site of the finish. We were not able to race on Saturday because of thunder storms. Each time we went out to the pier to check the conditions, the lady's with long hair were our safety indicators. To us it did not seem safe to go out on the water when their hair stood on end at the pier...spooky...This year brought more "normal" conditions, sort of Charbonneau on steroids, with shifty but strong winds and a significant current. I can remember times when just getting around the bell buoy was a feat. Last year Dennis Trimble FS 1863 (Pacific District Champion 1999) was flushed out to the straights of Juan de Fuca past the Pt. Wilson lighthouse by the strong current (no Dennis, that wasn't a wind line). This year's conditions again provided the normal great racing, great surroundings and great fun. Fleet 100 has the housing reserved three years in advance, this is the officers quarters featured in the movie "An Officer and a Gentleman". This is really a great place to sail and meet up with fellow Flying Scot sailors from around the Pacific Northwest. Old number 25 was able to come up with the victory again, beating out Al Hoppe, FS 4887, with a last minute tack in the last race.

The third leg of the Triple Crown was the Desert Olympic Regatta Charbonneau (more affectionately known as DORC). In racing that was close and competitive, old numbe: 25 "POV" (Persistence of Vision) was able to come up with victory again, winning this year's Fleet 100 championship regatta.
Notice of Race
Flying Scot Midwinter Regatta
March 17 - 21, 2002
St. Andrews Bay Yacht Club • Panama City, Florida

RULES:
The regatta will be governed by "the current version of The Racing Rules of Sailing (RRS)", the prescriptions of the United States Sailing Association; The Flying Scot Sailing Association Class Rules; the Notice of Race except as any of these are altered by the sailing instructions, and by the sailing instructions and any amendments thereto:

ELIGIBILITY
The Flying Scot Midwinter Regatta is open to all members of the Flying Scot Sailing Association and will be sailed in two divisions. Each competing skipper shall elect Division 1 (Championship) or Division 2 (Challenger) when completing the entry form prior to the beginning of the series, except the winner of the previous year's Division 1 & 2 titles must compete in Division 1 (Championship).

SCHEDULE OF EVENTS:

Registration and Sail Measurement:
1200-1700 Sunday March 17
0800-1600 Monday March 18
0800-1000 Tuesday March 19

Skippers Meeting
1000 Tuesday March 19
St. Andrews Bay Yacht Club Ball Room

Racing Schedule:
Race Day/Date Warning Signal
Race 1 Tuesday 3/19 1220
Race 2 Tuesday 3/19 ASAP after Race 1 finish
Race 3 Wednesday 3/20 1220
Race 4 Wednesday 3/20 ASAP after Race 3 finish
Race 5 Thursday 3/21 1220
Race 6 Thursday 3/21 ASAP after Race 5 finish
Make-up Friday 3/22 1020
Races

FEES:
Boats wishing to enter shall submit their check in the amount of $125.00 before March 10, 2002 (after March 10, 2002 - $145.00) non US Sailing members add $5.00 to the applicable registration fee to:

St. Andrews Bay Yacht Club
Attn: Midwinter Regatta Chairman
218 Bunkers Cove Road
Panama City, Florida 32401

SAILING INSTRUCTIONS:
The sailing instructions will be available at registration and they will contain diagrams of courses to be used and a copy of the chart reflecting the general racing area.

SCORING:
The Low Point Scoring System. Rule A 2 of the racing rules will apply (with six races scheduled of which three shall be completed to constitute a series), except that there will be no throw out. In addition, the first sentence of Rule A 2.3 is changed to read: when there is a tie between two or more boats in a series, the boat which has defeated the other boat(s) the greatest number of times shall be awarded the higher position. If a tie still exists, the boat with the best finish in the last race, shall be awarded the higher position.

PRIZES:
Skipper and crew prizes will be awarded to the boats that finish first in each race in each division. Series prizes will be awarded to the first seven place boats in each division.

ADVERTISING:
The regatta is designated Category "A" in accordance with racing rule 79 and appendix G.

BOW NUMBERS:
Numbers provided at registration shall be applied to both sides of the bow of each boat approximately 6 inches below the deck and 6 inches aft of the bow. These numbers will be utilized during the Regatta in lieu of sail numbers to identify boats.

SAFETY:
It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a life jacket when conditions warrant, and to otherwise provide for his or her own personal safety. Competitors are reminded that all federal and state safety regulations should be observed.
2002 FSSA Midwinter Championship Registration
March 17 - 21
St. Andrews Bay Yacht Club
218 Bunkers Cove Road
Panama City, Florida 32401

Skipper: ____________________________________________

Address: ____________________________________________

Crew: ________________________________________________

Crew: ________________________________________________

Sail # ____________________ USSA Member # ____________________

Division: □ Championship □ Challenger

Must be a current member of FSSA or join at registration.

Fee:
$125.00 if postmarked by March 16. (Add $10.00 if not providing USSA membership number)
$145.00 if postmarked after March 16 or in person at registration.

Make checks payable to St. Andrews Bay Yacht Club
Tight Rig Setup
by Dave Batchelor, FS 2324

Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has designed and given us advice on a couple of products that we have begun to sell specifically for these boats. The Tight Rig Kit and the Compass Tabernacle Bracket are just a couple of his ideas.

Step 1: Forestay Extender
I suggest using a foreshade extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tang of the foreshade. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the foreshade in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the foreshade measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 20-40 lbs. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.

Step 2: Rake Control
The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the foreshade tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

Step 3: Re-Measurement
You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

Short Tangs for Flying Scot Tight Rig (4 required)

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2001 FALL 48 A BIG SUCCESS

The 2001 Fall 48 at LNYC was hugely successful. The event was held a week later than normal on 11-10&11, and a record 40 boats from 11 states attended with 33 participating in the championship fleet. The states represented were FL, GA, SC, NC, VA, MD, PA, NJ, OH, CT, & TN. Seven of the eleven states went for Bush. 21 boats from LNYC registered including some new faces Edie Sullivan, the Watson’s, Richard Grayson, and Dave Safirstein, but I can count another 10-15 that should have been out on this gorgeous fall day including our Fleet Captain who had a wedding to go to and then told me he almost always beats Neff.

This is a season ending event that is somewhat of an east coast championship. The fall in the Carolina piedmont normally offers great weather and moderate winds. This year’s event was no exception. Friday afternoon Bill Ross conducted a rules/race management seminar that was both well attended and informative. The winds were variable with speeds generally between 5-12 with Sunday’s racing in 10-12. Four of the five scheduled races were run, and there were four different winners. In fact windward marks were north, south and west, keeping the race committee and the competitors on their toes.

Locals Larry and Starr Lewis won the first race narrowly beating Geoff Spencer, another local in a race that saw big shifts from the beginning and was shortened on the second lap. Bill and Eileen Ewing from Tom’s River, NJ won the second race with local Dave Neff and Tom McNiff placing second. Brian Pace from Ohio won the third race with local Neff and McNiff getting second again. Don and Barb Griffin from Deep Creek took advantage of a big shift on the right half way up the first leg of the fourth race and led the rest of the way holding off Bill and Eileen Ewing who place second.

Bill and Eileen Ewing won the regatta with Chris Danieck and Dave Osler from CT. Second, John Applegate of Toms River was third and locals Dave Neff and Larry Lewis were fourth and fifth. LNYC took 3 of the top 10 slots with the rest going to our guests.

The challenger fleet had seven contestants and Craig Milliken and Keith Hale won the event. Second went to Art and Marilyn Mastoris. First time racer Richard Grayson was fourth, and with the help of veteran Don Smith won a trophy in his first event.

This year’s event was free to first time contestants and 17 teams sailed for free. We think that contributed to the record participation particularly among locals. Another unique aspect of the event is that each year we go to a different restaurant for dinner. This year almost 65 people dined, drank, and conversed at the South End brewery.

A very unfortunate accident that could have easily had grave consequences befell Dave and Jane Mahan from Deep Creek Lake. Saturday morning on their way out to the racecourse, a speeding motorboat in excess of 20 hit them. Dave saw it coming and did all he could, screaming and yelling, to get his Flying Scot out of the way. Somehow he succeeded and the motorboat bow caught his mainsheet, breaking it, and according to Dave the boat operator who had been looking below looked up just in time to get hit in the head with the boom. Thank God they were safe and not deterred.

Results follow below.

CHAMPIONSHIP

| Pl | Skipper & Crew       | Boat # | R1 | R2 | R3 | R4 | Tot.
|----|----------------------|--------|----|----|----|----|----
| 1  | Bill & Eileen Ewing  | 5246   | 4  | 1  | 6  | 2  | 13 |
| 2  | Chris Danieck, Dave Osler | 3913 | 3  | 6  | 5  | 5  | 19 |
| 3  | John & Patti Applegate | 3713 | 7  | 3  | 3  | 10 | 23 |
| 4  | Dave Neff, Tom McNiff | 3109 | 2  | 2  | 2  | 15 | 27 |
| 5  | Larry & Starr Lewis  | 3833   | 1  | 7  | 21 | 7  | 36 |
| 6  | Don & Barb Griffin   | 2259   | 11 | 13 | 11 | 1  | 36 |
| 7  | Chuck & Mark Gise    | 2070   | 9  | 8  | 7  | 18 | 42 |
| 8  | Kris Smith & Josh Goldman | 4909 | 20 | 5  | 10 | 12 | 47 |
| 9  | Jeff Penfield        | 5318   | 12 | 4  | 8  | 8  | 48 |
| 10 | Joe Brake            | 3091   | 15 | 13 | 13 | 50 | 50 |

CHALLENGER

| Pl | Skipper & Crew       | Boat # | R1 | R2 | R3 | R4 | Tot.
|----|----------------------|--------|----|----|----|----|----
| 1  | Craig Milliken & Keith Hale | 5135 | 4  | 1  | 2  | 8  | 8  |
| 2  | Art & Marilyn Mastoris | 4933   | 2  | 2  | 2  | 2  | 8  |
| 3  | Brian & Laura Bolin   | 5025   | 1  | 3  | 3  | 10 | 10 |
| 4  | Richard Grayson & Don Smith | 4931 | 3  | 4  | 5  | 16 | 16 |
| 5  | Jay Harrell, Dave Huggins | 5166 | Dnf | 5  | 5  | 6  | 21 |
| 6  | Sean & Mary Watson    | 3537   | Dnf | 6  | 7  | 24 | 24 |
| 7  | Dave Safirstein       | 5022   | Dnf | 7  | 7  | 4  | 23 |
Not Everyone Races!

by Courtland Dalton
Mainsheet (Catalina 34)

There are cruising sailors who never raced. I am one. My Kevlar brethren tell me the only way to really sail well is to race. They are good and I am impressed. They take it to the edge. They create excitement and danger.

I have learned that a race course for sailboats is sacred. Like an Indian burial ground, only the tribe has access. Woe to those who can’t read tribal marks. I really do respect the sanctity, but sometimes I miss the marks. I inadvertently cross the boundary and for that there can be no forgiveness.

I am no longer a sailing brother. I am not wanted. They mass for the tack. I am threatened. Tortured. I start the engine. I bob and weave. I obey the hurried command to maintain course. Finally, I am out.

The warriors do not give chase. They want me out and I am out. They are content to slash the waves, curve the wind, and struggle for the same space.

As I put them behind me, or more properly, as they put me behind them, off goes the engine. The wind fills in. I am left to my sailing: nature’s elements and forces, and me trying to blend the boat with both. It feels right as she slides through wind and water.

And then, another cruiser escapes the sacred territory. The warriors do not give chase. A kindred spirit has emerged to share, not steal, the wind. I feel better in knowing that I, too, have a tribe.

Then I notice my tribesman is getting larger. I eye my sails, check the luff tapes, and look again. He probably hasn’t killed the engine yet. But the fairlead needs a notch and the main could be flutter. Done!

Looks good. He is gaining! Concentrate. Play the puffs. Keep your boat speed up. Is there traffic around that can help? Can I take his wind and maintain boatspeed?

This is my sacred territory. He is stealing it. He is not a fellow tribesman. He is one of them and he is still gaining. Why didn’t he stay with his own kind? Whoops! I’m pinching. Look, he’s much larger. Really, he’s bigger than me. Adjusted time? How much?

Just then, he falls off. I am alone in my element. Thank goodness I am not caught up in the madness of warriors. I am different.

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SCOTS ’n WATER
Reasons to Sail and NOT Do Other Things

as seen in News Noutique.
Credited to Tom Willis in International Boat Industry

Now is a great time for a membership drive, so if you have friends interested, but can't quite convince them, we've inserted our tongues firmly in cheek and come up with a list for you of why they should be sailing instead of doing other things.

Computers: Sailing is more fun, healthier and doesn't make your eyes go bad. It's more sociable and what's more, you don't have to be under 21 to understand it.

Cars: Sailing doesn't pollute the environment with non-biodegradable nasties, make noise or consume copious quantities of fossil fuels.

Motorcycles: Sailboats are lots quieter and big ones don't tip over when going around corners or while parked.

Horseback Riding: You don't need to talk nicely to your sailboat, feed it a lump of sugar or shovel up after it. And, if you ignore it for weeks, it won't die on you.

Flying: Sailboats don't fall out of the sky or give traffic controllers premature hair loss.

Video Games: If you can see any point in Sonic the Hedgehog, Super Mario or Mortal Kombat, we don't want you in the yacht club anyway.

Beach Holidays: Lying on the beach in the sun is overrated, bad for your skin and you have to go in the water anyway to cool off. On a sailboat you can jump in the water and swim without getting sand all over you.

Longhaul Holidays: Why travel to the other side of the world to meet strange and exotic people when you just have to walk along the dock.

Gardening: A vastly overrated pastime. After all the back breaking work digging and planting, you finally get masses of beans at a time of the year when they are cheap and everybody else's are ready as well. So you end up with more than you can use, sell or give away and you have to eat them at every meal for a month.

Golf: Don't be ridiculous. Golfers whack a small ball across a series of lawns, lakes, and sand pits in order to get back to where they started, the clubhouse, several hours later.

Mountain Bikes: Auxiliary sailboats have 10 gears, forward and reverse. Mountain bikes have 18+. Doesn't that tell you something about the amount of effort you are going to put in?

Gym: Sailboats generally do not bring your heart rate up to 240 beats per minute (except when you see the bill for next year's mooring fees). And the air is fresher than the average gym too.

Bungee Jumping: And just what did you think the mast was for?

So there you have it. All the reasons why you and your friends should be sailing!
The best materials, cutting edge designs and the race extras. All for considerably less $. Give Quantum a try!

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Flat covers also available

Options
UV proof Goretex thread
Drawstring/shockcord in hem
Sail # installation
Custom multi-color panels/trim

Prices

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Winning the Start
by Peter Brombe
as seen in Byte Bits

First: try to decide which end of the start line is favored. I have a general rule that the favor must be at least 5 degrees or more. If the line is favored less than 5 degrees, I would generally start at the boat end of the line. I like the boat end start because on any given start you have a 50-50 chance of being on the wrong tack at the gun and the boat end allows you to get onto the port tack when you want and not just when you are allowed. I feel that far too often the fleet will stay on starboard too long, probably trying to service their boat speed egos, quite often missing the first shift - one they will never get back.

Once you have decided which end of the line to start on, then try to make a hole to leeward in which to bear off into at 10 seconds before the gun and then the line at full speed. The two common threats against your hole are boats making a late port tack approach and boats on starboard reaching down the line from your windward side. Your best defense against the port tack trying to tack into the hole is to bear off quickly, aiming straight at them. This forces the port tack to go behind or tack to leeward. Either way, I head up sharply keeping that hole to bear off into. The starboard tacker reaching down the line tends to be a little tougher to defend against, but again bear off and keep him from gaining the leeward overlap, forcing him to either go to windward or go to leeward of the next boat down the line. Then head up sharply, creating your own hole, and use the boat speed game by bearing off.

~ Racing Tips ~

Windward Tactics
by Richard Clarke
as seen in Byte Bits

So, now you’ve gotten off the line in good shape and now you have to decide where to go. You have two choices, keep going on starboard or tack onto port. (I am assuming you all started on starboard). Ninety percent of the time you will keep going on starboard because, unless the port end was favored and you nailed the start, you simply cannot cross the other starboard tackers. The other time you may opt to tack onto port is if you are 100% sure that the wind is going to clock to the right and you’ve started at the committee boat and are clear to tack.

Due to the fact that most of the time the pin end is not dramatically favored and we’re not 100% sure that the wind is going to clock, the decision becomes easy, STAY ON STARBOARD.

With the first third of the beat figured out, the question arises again, tack or keep going. I normally wait for the fleet to leeward to tack and try to position myself leeward and ahead of that fleet and lead them back to the middle of the course. As you cross the middle of the race course, you should see a few of the boats to your right start tacking over to starboard. If you can cross them, then do so and tack on their hip; if you can’t then tack and lead them back to the left. You can continue this ping pong game up the weather leg until you have to plan your approach to the mark. If you can cross the fleet on your weather hip, lead them to the lay-line and tack. If you cannot cross the fleet, then tack shy of the lay-line and try and keep clear air as long as possible. The worst thing you can do if you’re not crossing the pack is to tack on the lay-line and have five to ten boats tack on you.
Whence, Whither, What?
as seen in Optinews

How do sailors describe the direction of winds and currents? If you think that a northerly current and a northerly wind are both heading in the same direction, you’re wrong! They’re actually heading in opposite directions.

A wind is described by the direction it’s coming from. If it’s blowing out of the north – that is if it’s blowing from the north towards the south – a sailor would call it a northerly wind.

Currents are named exactly the opposite – by the direction they are heading. A current that’s flowing from south to north is called a northerly current.

There’s an old sailor’s saying about winds and currents. We don’t know whether it will help you remember the difference, but it’s a catchy saying, so here it is:

“Winds are known from whence they blow, currents by where they flow.” Got it?

Windy Stories
as seen in Optinews

Want to sail fast on your next light air day? A sailing legend says you can whistle to call the wind. But be careful – if it’s already windy when you whistle, you might whistle up a storm. Another sailor’s superstition to bring more wind is to scratch the mast or throw a broom overboard. As a last resort, toss a penny into the water to “buy” some wind from the sea. Give it a try – it’s only a penny!

Cold Blast Will Blow Fast
as seen in Optinews

When a thunderstorm rolls towards you, you’ll often feel a blast of much cooler air. This is a downdraft from the upper part of the storm, maybe 9 miles up in the sky. Pay attention to the temperature of this cool air. The cooler it is, the more violent the storm will be. Check it out – a cold blast means the wind will blow fast – and the colder, the faster.

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A NEW MIDWEST SAILING FLYING SCOT is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but Midwest Sailing has for over 30 years provided our customers with the best rigged Scots available.

“PREVIOUSLY OWNED” SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with Midwest Sailing’s one year warranty. Call us today for our current listings.

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MidWinters
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St. Andrews Bay Yacht Club
Panama City, FL

See notice of race on page 10 of this issue.

2002 Sarasota One Design MidWinters
March 22-24, 2002
Sarasota, Florida
Questions/Inquiries contact Jim Barr (941) 366-1972, e-mail: jbarr3620@aol.com
Directions and accommodations see Web: www.sarasotasailingsquad.com

2002 Chattanoogra Choo Choo Classic Regatta
April 27 & 28, 2002
Privateer Yacht Club
Chattanooga, TN
For more information, contact Bill Robertson (423) 870-8334, fs50731@home.com or Doug Spohn at (423) 622-8389, dbsspohn@worldnet.att.net

2002 Wife Husband Championship Regatta
June 14 – 16, 2002
Delavan Lake Yacht Club
Delavan, WI
For more information contact co-chairs: Frank Gerry at (630) 466-1161, fgerry@mc.net or Jack McClurkin at (847) 991-8092, JMcClurkin@aol.com. Visit the Delavan Lake Yacht Club website at www.dlyc.com.

Full Moon Regatta
June 15, 2002
Monmouth Boat Club
Red Bank, NJ
Skipper’s meeting at 9:30 am; continental breakfast and lunch included. Entry fee will be waived for all skippers participating for the first time. For further information, contact Bill Ewing at (732) 530-6511 or fs5246@yahoo.com.

45th Anniversary Regatta
June 22 & 23, 2002
Cowan Lake Sailing Association
Cincinnati-Wilmington, OH
For further information, contact Bob Peterson at (513) 522-2203.

Flying Scot Canadian Championship and Michigan/Ontario Districts
July 13 & 14, 2002
Stony Lake Yacht Club
Stony Lake, Ontario
To include Greg Fisher Race Seminar. For more information on FSChC, please contact Douglas T. Smith at dmsmltb@sympatico.ca (705) 876-8559. For more information on Michigan/Ontario Districts contact Forest Rogers at forest@vibradynamics.com (734) 954-0452

North American Championship
July 20 & 26, 2002
Pensacola Yacht Club
Look for more information in future issues of Scots'n Water.

2nd Annual Lake Saint Clair One-Design Invitational
July 20 & 21, 2002
Crescent Sails Yacht Club
Pompeii Pointe Farnes, MI
For more information contact Ted Jeske at (313) 647-9124.

New York Lakes District Regatta
July 20 & 21, 2002
Owasco Yacht Club, Fleet 181
Auburn, NY
For info contact Peter Whiting at 315-252-2709 evs: 315-253-5231 days; pwhiting@aol.com.

Sandy Douglass Memorial Regatta
July 27 & 28, 2002
Deep Creek Lake
Maryland
For more information, contact Ed Peters at (301) 797-7824 or barnusic01@hotmail.com.

New England District Regatta
August 3 & 4, 2002
Stone Horse Yacht Club
Harwich Port, MA
For more information contact Ned Steiger at (617) 268-8320, easteiger@yahoo.com or Chuck Winnas at (561) 234-3386 (until May 1), winansca@mindspring.com.

16th Annual Invitational Regatta
August 10 & 11, 2002
Saratoga Lake Sailing Club, Fleet 161
Saratoga Lake, New York
For more information contact Peter and Ann Seidman (518) 877-8731, or email: psseidman@nycap.rr.com, www.sailsrararoga.org

Eastern Women’s Invitational Regatta
August 10 and 11, 2002
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD
Contact Geri Meehan for more information at 703-293-9531 (Home); 301-387-7800 (Deep Creek Yacht Club/Weekends Starting Mid April, 2002)

Grand Annual Regatta
September 29 & 30, 2002
Cave Run Sailing Association
Morehead, KY
For more information contact Susie Stumbaugh at fs21628@netzero.com or see www.caverunsailing.com.
# Flying Scot New Members

<table>
<thead>
<tr>
<th>Fleet #</th>
<th>Boat #</th>
<th>Name</th>
<th>Address</th>
<th>City, State &amp; Zip</th>
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</thead>
<tbody>
<tr>
<td>Capitol District</td>
<td>5447</td>
<td>Ronald Mihills</td>
<td>50 York Rd</td>
<td>Irvington, VA 22480-2302</td>
</tr>
<tr>
<td></td>
<td>A773</td>
<td>Greg Menke</td>
<td>9 Kenwood Ave</td>
<td>Catonsville, MD 21228</td>
</tr>
<tr>
<td>Carolina District</td>
<td>5427</td>
<td>Arthur B Thompson</td>
<td>1460 Cumberland Circle</td>
<td>Rockingham, NC 28379</td>
</tr>
<tr>
<td>Florida District</td>
<td>4145</td>
<td>Wilson W Byles II</td>
<td>8559 Malaga</td>
<td>Jacksonville, FL 32207</td>
</tr>
<tr>
<td></td>
<td>4003</td>
<td>Tom Norris</td>
<td>5447 Coventry Ct</td>
<td>Sanibel, FL 33957</td>
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<tr>
<td>Greater NY District</td>
<td>4469</td>
<td>John Schwarting</td>
<td>177 Beaver Dam Road</td>
<td>Islip, NY 11751</td>
</tr>
<tr>
<td>Gulf District</td>
<td>5378</td>
<td>Bay Weaveland Yacht Club PO Box 367</td>
<td>Bay St. Louis, MO 39520</td>
<td></td>
</tr>
<tr>
<td>Michigan-Ohio District</td>
<td>162</td>
<td>Mark Pytell</td>
<td>35720 Miami Rd</td>
<td>Clinton Twp., MI 48035</td>
</tr>
<tr>
<td></td>
<td>0713</td>
<td>Richard Fertle</td>
<td>2147 Oakridge Avenue</td>
<td>Madison, WI 53704</td>
</tr>
<tr>
<td></td>
<td>140</td>
<td>Richard H Female</td>
<td>4045 Goldin Lane</td>
<td>Plymouth, MN 55441</td>
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<tr>
<td>New England District</td>
<td>A966</td>
<td>Harry Billings</td>
<td>646 Main Street</td>
<td>Hanover, MA 03329</td>
</tr>
<tr>
<td></td>
<td>A968</td>
<td>Harry G Billings</td>
<td>646 Main Street</td>
<td>Hanover, MA 03329</td>
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<tr>
<td>Ohio District</td>
<td>2449</td>
<td>Ted Ann</td>
<td>10494 Olde Villa Drive</td>
<td>Gibsonia, PA 15044</td>
</tr>
<tr>
<td>Texas District</td>
<td>23</td>
<td>Susan Justus</td>
<td>7033 Meadow Lake Avenue</td>
<td>Dallas, TX 75214</td>
</tr>
</tbody>
</table>

New Members this report: 14
Caveat Emptor


FS 4255 - Excellent condition. Indoor storage last ten years except for two day sails. Main, jib, spinnaker, anchor, compass, outboard bracket, and trailer. Located in Westport, MA. $6000. Contact Paul Kraus at (203) 393-2032, jankraus@aol.com.

FS 4373 - 1987 Douglass, white hull with blue stripe; Fisher main, jib and spinnaker. Race equipped with many extras. Includes 1987 Cooper galvanized trailer with spare and one year old acrylic mooring cover. Boat was only dry sailed and kept in covered storage. All in excellent condition. Located in Dayton. OIH. $6500 or best offer. Contact Mark Killey at (937) 748-1242 or mki1ley724@aol.com.


FS 4923 - Silver, race rigged, Trailex aluminum trailer, two sets of sails, thru-the-deck spinnaker, sheets and downhaul, new skirted boat cover, motor bracket, rudder raiser, mast raiser, boarding step. $7500. Trailering cover, bottom cover, motor and speedometer available separately. Located in Galesville, MD. Contact William Sanjour at (703) 528-0225, wsanjour@linacs.net.

FS 5218 - White deck, gray hull, green trim, mahogany centerboard cap. Schurr sails and spinnaker, roll-up sailbags, motor mount, galvanized trailer with spare wheel. Dry sailed, stored inside. Like new condition. Located in Port Townsend, WA. $9400. Contact Phil Meany at (360) 385-7363 or email to meany501@olympus.net.

CAVEAT EMPTOR = BUYER BEWARE
The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.
## Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
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<tr>
<td></td>
<td>FSSA class flag</td>
<td>$20.00</td>
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<tr>
<td></td>
<td>FSSA Burgeese</td>
<td>$12.00</td>
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<tr>
<td></td>
<td><strong>FSSA Shirt</strong></td>
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<tr>
<td></td>
<td>(Dark Blue, Denim, Red, Navy, White)</td>
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<td></td>
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<tr>
<td></td>
<td>Sizes: M, L, XL, XXL</td>
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<td></td>
<td>XXL: $30.00</td>
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<td></td>
<td>FSSA Hat (Red, Denim, Khaki)</td>
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<td></td>
<td>FSSA Necktie (Red, Navy)</td>
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<td></td>
<td>Roster Pages</td>
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<td></td>
<td>Bumper Stickers (G &amp; H included)</td>
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<tr>
<td></td>
<td>FSSA Blazer Patches</td>
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<td></td>
<td>Scot Print—&quot;Sailing&quot;</td>
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<tr>
<td></td>
<td><strong>Sixty Years Behind the Mast</strong></td>
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<tr>
<td></td>
<td>by Sandy Douglass</td>
<td>$20.00</td>
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</tr>
<tr>
<td></td>
<td><strong>Highlights of Scots’n Water</strong></td>
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<td></td>
<td>Members: $16.00</td>
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<td>Non-Members: $20.00</td>
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<th>S &amp; H Charges:</th>
<th>Merchandise Total</th>
<th>*Add Shipping &amp; Handling (S&amp;H)</th>
<th>Total Amount of Sale</th>
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<td>$1.50 orders up to $5.00</td>
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<tr>
<td>$4.00 orders up to $10.00</td>
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<tr>
<td>$6.00 orders $10.00 &amp; above</td>
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### Ship To: (Please Print)

**NAME**

**ADDRESS**

**CITY**

**STATE**

**ZIP**

**Telephone Number (Daytime):**

**Method of Payment:**

- [ ] Mastercard
- [ ] Visa
- [ ] AMEX
- [ ] Check (Payable to FSSA)

**Credit Card Number**

**Expiry Date**

**Signature**

Mail Order Form To: Flying Scot® Sailing Association
3008 Millwood Avenue • Columbia, SC 29205

Credit card orders may be placed by calling 1-800-446-9625 between 8:30 am and 4:30 pm EST

Flying Scot® and the F logo are registered trademarks of Flying Scot, Inc.

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**MY ADDRESS LABEL IS NOT CORRECT**

Name ____________________________

Street __________________________

City ____________________________

State/Zip ________________________

Change: [ ] Temporary [ ] Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scot® Sailing Association
3008 Millwood Avenue
Columbia, SC 29205

Address Service Requested

Periodical Postage
PAID
Columbia, SC 29201

---

**District Governors**

**CAPITOL DISTRICT**

Chris Swensen
1111 Harewood Lane
Croton, MI 21114
(312) 721-2505
csweensen11@home.com

**CAROLINAS DISTRICT**

Larry Vitez
120 Traditional Lane
Charlotte, NC 28221
(704) 538-0466
lvitez@carolinasp.net

**FLORIDA DISTRICT**

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 639-8868
fowassl@gate.net

**GREATER NY DISTRICT**

Josh Goldman
4 Marine Avenue
Westport, CT 06880-6920
(203) 454-0766
jlgell@usol.com

**GULF DISTRICT**

Lary Taggart
5807 Merrinnis Street
New Orleans, LA 70124
(504) 482-7358
ltagglaneusa.net

**MICHIGAN-ONTARIO DISTRICT**

Forest Rogers
10118 Curtis
Pineclay, MI 48169
(734) 987-0452
forest@vilbrody.com

**MIDWESTERN DISTRICT**

Harry Haack
14181 W. Hawthorne Avenue
Lake Forest, IL 60045
(847) 362-7878
hatach@bigplanet.com

**NEW ENGLAND DISTRICT**

Gary Warden
86 County Street
Walpole, MA 02081
(508) 359-6708
garyw@email.man.com

**NY LAKES DISTRICT**

Ann Seidman
32 Huckleberry Lane
Bethel Lake, NY 12019
(516) 677-8731
padeidma1@nymcap.net

**OHIO DISTRICT**

Barbara Griffin
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056
bardon87@aol.com

**PACIFIC DISTRICT**

Ken Nelson
3820 W. 15th Ave.
Kennebunk, WA 99338
(206) 585-4252
grubioch@cris.com

**PRAIRIE DISTRICT**

Tylor Hall
8342 Bricle Dale
Lenexa, KS 66220
(913) 422-8869
tylor@sound.net

**TEXAS DISTRICT**

Scott Mauney
9039 Brentgate Drive
Dallas, TX 75238
(214) 341-6243
smmauney@flashnet.net