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Notice Of Race

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**Scots n’ Water**  
*Volume 48  Number 2  2004*

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### Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website is online.

Visit it at [http://www.fssa.com](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 ASCII Text, Word or WordPerfect format.

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**LAYOUT DESIGN:** Nancy H. Cooper. ADVERTISING: Christina Hicks (800) 445-8629.
Have you ever heard of the “Ted Stevens Act?” This is better known as the National Sportsmen Act and was passed several years ago creating the recognition of national governing bodies (NGB) of various sports. By so doing, each sport governs all aspects of its discipline from junior sailing/training up to including the responsibility for each to field an Olympic Sailing Team.

In our case, the governing body for our sport is US SAILING, never referred to as USSA. US SAILING is always spelled out in capital letters. Unlike many other sports, like the Golf Association for instance, US SAILING is very fragmented due to the diversity we have. The sport of sailing runs the gamut from windsurfing, board sailing, small boats, big boats, cruising boats, multihulls, all of which have various sub classes, which further fragments the sport. US SAILING must pull all of this together and offer programs and benefits for its 40,000 plus members, just a fraction of the total who participate in the sport.

Do you know what US SAILING does for us, aside from the training of Judges, PROs’, and Umpires? Take a quick look here.

1. Administers 14 Championships that are ladder or entry by resume events.
2. Provides training and certification for Instructors who teach/coach sailing.
3. Provides low cost Insurance opportunities for yacht & sailing clubs.
4. Administers the Racing Rules by participating at the IYRU conferences. The sport has a coordinated set of racing rules worldwide.
5. Through the Government Affairs group consults with Coast Guard to insure that regulations and enforcement affect sailors sensibly. Often new policies are contemplated without consideration for the sailing world; the least of their problems. Did you know that currently the Coast Guard wants to pass a regulation that would require everyone on a vessel of less than 20 feet to wear a PFD at all times? That includes YOU even in a drifter at 90˚!
6. Assists local clubs with efforts to resolve political and environmental issues.
7. Organizes the US Olympic Team with money that does not come from our dues. US SAILING has an Olympic Fund generated from past Olympic income that covers most Olympic costs along with income from sponsorships.
8. Sanctions Regattas that meet specific standards of excellence, and provides liability insurance opportunities for the organizers.
9. Supports the Junior Olympic events, the purpose of which is to provide a pool of future Olympic hopefuls as they mature.
10. Safety at Sea Volunteers look at all facets of safety issues that may become known.
12. Sailors with Special Needs have access to sailing and championships through US SAILING coordinated events.
13. US SAILING is the final authority on appeals issues.
14. Provides members with a West Marine discount coupon, which if used cuts your membership cost by about 50%. There are now vacation discounts for hotel stays in the Virgin Islands at Virgin Gorda. In addition, more benefits like this are in the works.

The list is much longer. There are about 200-300 volunteers (my estimate), who make all this happen, and they do it at their own expense. Even the President travels at his/her expense.

We have about 40,000 members in US SAILING and we think that there are about another 200,000 out there who don’t contribute to the sport. If they did, our dues would be less, and the services we get from US SAILING would be even more numerous.

We have a similar problem with our Class. Our membership numbers are behind that of last year and we looked for an increase in membership for 2004. If you know of sailors who are not supporting the FSSA and/or US SAILING, we need your help in recruiting them for all of our long term well being.

The president of US SAILING, Janet Baxter will be attending the NAC at Lake Carlyle. Let’s make it a goal to have all who participate in the NAC be a US SAILING member. Can we do it? Let’s try. ☀
We went sailing for the first time in our lives while on vacation in the Keweenaw Peninsula of Upper Michigan. The Keweenaw is that little finger that sticks out into Lake Superior. The Keweenaw is about 280 miles Northeast of Minneapolis Minnesota. I own a small aircraft, which I fly into Houghton airport. We live in the Lower Peninsula in Ann Arbor; we use the airplane to get up to the “U.P.” in a reasonable amount of time. It only take 3 hours to fly instead of 9 hours of non-stop driving on good roads to get there. Hard to tow the boat behind the airplane so if we are sailing we have to drive. I have a life long buddy, Jim, that moved up there with his folks back in my high school days, been going up there ever since. Have purchased a shoreline lot on Portage Lake, which is part of the Keweenaw Waterway, and I’m starting to build a retirement home on this property. I met Mark Lanctot at Houghton airport, he was an NOAA weather observer, also Jim’s neighbor. Mark came down to the cottage one day and asked Doug, my girlfriend, Kathy, and myself if we would like to go sailing. Our first sail in Mark’s boat was the reason we decided to start sailing. We loved it that much! I purchased a new Flying Scot #5385 in the fall of 1999. We joined the Portage Yacht Club in Southeastern and started to learn to sail. Mark’s boat is a 1959 17” O’Day. It’s in much need of some new rigging and sails but the rest of the boat is beautiful. Mark’s hobby is woodworking; he restores canoes and sailboats in his free time.

Our summer cottage is on Portage Lake, in the Upper Peninsula. The Keweenaw waterway dissects the Keweenaw Peninsula. There is a Coast Guard station on the waterway. You can pick up the ferry service to Isle Royal outside of Houghton and Hancock. You can sail from our cottage across Portage Lake to either town. This is a nice midday sail from our place to town to have lunch at the many restaurants. The lake is about 6 miles long and 2 miles wide from my property. The North Entry to Lake Superior water is about 20 miles away. South entry to Keweenaw Bay is about 10 miles away. We sailed in the month of August 267 nautical miles. We have yet to sail to the North Entry. Keweenaw Bay offers first rate sailing along picturesque shorelines. The bay is sheltered from the prevailing westerly winds and shelves gradually along most of its length. Sailing the Superior shore requires reasonable caution. The water in the Bay in August is only around 50 degrees. It will be a lot cooler on the Big Lake than on Portage Lake or in town. We picked our day to go out on the Big Lake watching weather patterns and which way the wind is blowing. Lake Superior has many shipwrecks from its notorious weather and I’m too old to go swimming in that cold water. Throw the anchor out and watch it go down into the water about 60 feet. You will find the scenery from your boat spectacular.

Traverse Island lies about 7nm north-east of the south entry light and about 1nm off Rabbit Bay in Lake Superior. I asked Mark if he would like to sail with us to the island, he said he would and that it’s a long sail and not much to see on the island. Traverse Island is only a few hundred acres. It’s all rock and has an old goose blind on it. The island has a sand beach where you could land the boat. We decided to leave around 9 am the next morning. The next day we got up to a sunny day with the usual morning fog. Mark said that the winds will be out of the southwest and should be no more than 15 knots. The fog will burn off in an hour. We decided to make some sandwiches and take a jug of water. After loading the Scot up, we headed across Portage Lake for the south entry. We got out to the big lake in a couple of hours. We went around the entry way light and headed for the beach to anchor to have some lunch. After lunch we started off towards Traverse Island. We sailed close to the shore looking at a few cottages along the way. The shoreline is pretty rocky and rough. I said to Mark, bottom coming up, looks hard, head back out to deeper water. Mark’s reply was the water is 30’ deep here. We sailed up to Rabbit Bay, we could see the island, it was getting late in the afternoon and we thought it would be best if we headed back to camp. Hey Mark I thought you said the winds would be out of the Southwest. The wind on the Big Lake was blowing out of the Northeast, which was perfect for a nice long downwind run to the South Entry light. Mark’s reply; see the wind is perfect not blowing too hard.

We got back to camp around 8p.m. that night. Our hand held GPS said we had sailed 62 miles that day. The three of us talked over steak dinner about trying to get to the island next year. We all agreed that we would try again. I said to Mark, I’ll be up the first week of October for fall color will you still have your boat in the water? Yeah, Doug, call me, we’ll go for a color tour on the waterway. It really was a Superior Sail! 🌊
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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. $137.00

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

Jiffy Reefing Kit… Hardware and line for single 36” reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.) $51.40

Stainless Steel Mast Sleeve… Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws. $167.00

Rudder Lift System… Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners. $85.00

Mainsail Flotation… For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price Complete. $160.00

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Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa, MasterCard or American Express accepted.

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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. $83.00

Plastimo Contest Tactical Compass & Mount…
3 3/4” card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack’s lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete. $240.00

Tacktick Micro Compass & Mount…
Enjoy the competitive advantage of having a digital heading display and essential start timer. $375.00

Stainless Steel Mast Sleeve…
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/fasteners. $167.00

Swim Ladder…
Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners. $85.00

Bow Flotation Bag Kit… Reserves buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included. Price complete. $56.80

Replacement bag only. $41.70

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included. Price complete. $56.80

Replacement bag only. $41.70

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

Jiffy Reefing Kit… Hardware and line for single 36” reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.) $51.40

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Enjoy the competitive advantage of having a digital heading display and essential start timer. $375.00

Rudder Lift System… Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners. $85.00

Swim Ladder… Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. $118.00

Grab Rail $29.00

Mainsail Flotation… For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price Complete. $160.00

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In certain areas of the deck on your flying Scot there is wood blocking under the surface. Not to be mistaken for the balsa core, these areas of hardwood are structural stiffeners or locations used for factory mounted rigging.

I have an older boat that came from the factory with the standard running rigging package. I will always prefer racing a boat that needs work over working on a boat that needs to be raced. However, this past winter with some reluctance, I relocated some of the deck rigging. Furthermore I also found the bravery to shorten the outdated jib tracks. All this left me with dreaded little holes that obviously indicate my restlessness during long winter nights.

Knowing that even the smallest hole will overtime destroy my beloved Fiasco I was determined to nurture the wounds inflicted by my restless nature so that she shall once again fatefully take the brunt of my torturous treatment for years to come without faltering.

And much to my surprise, because most things prove more difficult than originally planned, I developed a delightfully simple process for filling the holes.

1. Find a pine dowel rod that is just smaller in diameter than the hole to be filled.
2. Sharpen the dowel to a blunt point with a standard pencil sharpener.
3. Gently dry fit the dowel, point first, into the hole and mark the dowel where it is flush to the deck.
4. Extract the dowel and cut it to the marked length.
5. Place the dowel plug on the end of a stickpin and dip it into polyurethane or any similar wood sealer.
6. Place the wet dowel plug immediately into the hole.
7. Using a hammer and a punch cut from the same dowel rod stock, gently set the plug an eighth of an inch below flush.
8. After the sealer fully dries, fill the remaining hole with gel-coat or a two-part epoxy leaving a nice little dome.
9. Using a mill file, lightly file off the top of the dome. Be certain the filler is fully cured or it will ruin your file.
10. Wet sand lightly with progressively finer sandpaper finishing with a fine compound.

The tapered dowel plug sets below flush rather easy because it crushes down the old cut threads in the structural wood blocking. The polyurethane dip works as an adhesive and also adds an ounce of prevention if the repaired hole develops a slight hairline crack at its edges.

Setting the dowel plug just below flush allows for the right puddle size for the final finish. If your boat happens to be the right color you can use Marine-Tex epoxy to effectively fill the holes. It is available in gray or white. For a finer finish, most marine stores sell gel-coat patch kits that have color match systems. For the best results I recommend that you call the Flying Scot factory for a small quantity of matching gel-coat.

Deck Holes
by David Neff, FS 3109

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By-Laws

Constitution and By-Law Changes

by Larry Taggart, FS 4510

At both the Board of Governors and Annual meetings held in July of 2003 a major rewrite to our Constitution and By-Laws was adopted. They are now posted on the FSSA web site, or available from the FSSA office. The nature of these revisions is summarized below.

The bulk of the changes have to do with how we “control” our national events. It has been often felt in recent years that the Association is not in control of our championships, but rather sometimes left to the “whims” of the host fleet or club, with our rules not always followed. This is mostly accomplished through better delineation of the responsibilities and authority of a National Championships Committee, formerly the International Race Committee (the name change is to avoid confusion – the term “race committee” sometimes implied to others that this committee had on-the-water authority). Event structure is also better documented.

The next most significant change has to do with eligibility of club or association owned Flying Scots and use by their members in FSSA events. A new class of membership has been established – Club Member – to avoid confusion and the “rights” of such members is explained. A Junior Member classification was also established.

A revamping of the Nomination Committee was done in order to get greater input on potential Association officers.

There are also several changes in such areas as officer and board duties, committee structure, voting, and permitting district dues, and clarification of some classes of membership. Additionally, there are some small wording changes, renumbering and restructuring, all to enhance clarity. And finally, we have tried to make these documents “politically correct”.

Please carefully review your Constitution and By-Laws – you need to know how they impact you. Good Sailing!

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North American Championship

July 17 - 23, 2004 • Carlyle Lake, Carlyle, IL • Fleet 83

The Carlyle Sailing Association (CSA) and Flying Scot Fleet #83 are proud to announce the hosting of the Flying Scot NAC on July 17-23, 2004. Come and bring the whole family for a fun-filled week of racing and sailing. The theme for the regatta will be commemorating the 200th anniversary of the Lewis and Clark Expedition of 1804-06. Local attractions for the non-sailing family members include fishing, hiking, bird watching and golfing. CSA is located approximately 60 miles east of St. Louis, Missouri, which has the Gateway Arch, the baseball Cardinals, a world famous zoo, art museum and many other entertainment activities.

Flying Scot Fleet #83 and the Carlyle Sailing Association (CSA) are located on Carlyle Lake, which is a man-made lake that is approximately 7 miles long and 3 miles wide consisting of 26,000 acres of water. CSA offers excellent sailing facilities: paved boat parking, three jib cranes for launching boats, two boat ramps, 800 ft of dock space, air-conditioned club house, restrooms and show- ers, and an out-door pavilion. All boats will be dry sailed. Childcare will be available by special request. The winds in July are light to moderate, 5-15 mph, with temperatures in the high 80s to mid 90s.

Check out the Carlyle Sailing Association website: http://www.csa-sailing.org/ for additional details! Look for local attractions, motels, family activities, and social events.

1. Rules: This regatta will be governed by the Racing Rules of Sailing (RRS), the prescriptions of US Sailing, the Bylaws of the Flying Scot Sailing Association (FSSA), and the sailing instructions. The regatta will be a Category A event.

2. Eligibility: Requirements as follows:
   b. Junior Championship: Skippers and crew must not reach age 18 in 2004, except that immediate family members (father, mother, brothers and sisters) may serve as crew.
   c. Women’s Championship: All skippers and crew must be women.
   d. Women’s and Junior Championship: Skippers must be Active, Associate Life, or Family, Club, or Junior members of the FSSA. At least five boats each must be registered in the Women’s and Junior Championship by 5 July 2004 for these championships to be held.
   e. Master’s Championship: The skipper must be age 55 or older.
   f. Senior’s Championship: The age of the skipper plus one crew must be at least 120.
   g. Skippers shall declare their intention to race in the Master’s or Senior’s Championship before the close of registration. Seniors may change declaration after completion of the Qualifying Series. After the Qualifying Series has been completed and the scores are posted, Seniors will have one hour to change their declaration by reporting their intention to a representative of the Race Committee.

3. Registration: Registration may be by mail using the form in Scots n’ Water or the form on the FSSA web site (http://www.fssa.com/) or the Carlyle Sailing Association web site (http://www.csa-sailing.org/fleets/fscot/fscot.html). Registration may also be completed at the regatta site beginning at 8 a.m. on Saturday, 17 July 2004. Registration for the Junior and Women’s Championships must be completed by 9 a.m. on Sunday, 18 July 2004.

Registration for all other divisions must be completed by 5 p.m. on Sunday, 18 July 2004, unless other arrangements have been made with the registration committee.

4. Sailing Instructions: Sailing Instructions will be available once a boat completes Registration and Measurement.

5. Measurement: Measurement will be done in a similar fashion to the 2003 NACs held at Lake Norman. We will be spot-checking equipment in an effort to make the process less time consuming. Each skipper will randomly pick one of three color-coded cards that will determine what is to be checked on their boat. All boats will go through the process regardless of having been measured within the past five years. If you have never been measured or wish to have the entire boat checked; we would be glad to do this for you. But, you must tell the Secretary and get the correct forms. Club Boats are not eligible to take the abbreviated process, and will be completely measured. All boats will have all safety equipment checked.

6. Fees: See Registration Form

7. Schedule of Events:
   a. Registration/Measurement: Saturday and Sunday, 17-18 July
   b. Women’s and Juniors: Sunday, 18 July
   c. Qualifying Series: Monday and Tuesday, 19 – 20 July
   d. Championship, Challenger, Masters, and Senior Series: Wednesday - Friday, 21 - 23 July

8. Courses: Courses to be sailed will be the Olympic or Windward-Leeward courses as defined in the Sailing Instructions.

Continued On Page 10
**NAC NOR**

Continued From Page 13

9. **Scoring:** Scoring will be according to the Low Point System Appendix A. All races shall be scored in each event (changes Appendix A2). Three races are scored in each event by the Low Point System Appendix A. All races are scored in each event.

10. **Prizes:**
   a. Championship Series trophies awarded to places 1-10
   b. Challenger Series trophies awarded to places 1-10
   c. Women’s/Juniors TBA
   d. Senior Series trophies TBA
   e. Master Series trophies TBA
   f. Other Special Awards

11. **Lodging:**

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<th><strong>PARTICIPANT INFORMATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Skipper Name: ______________</td>
</tr>
<tr>
<td>Age: ______________</td>
</tr>
<tr>
<td>Crew Name: ______________</td>
</tr>
<tr>
<td>Age: ______________</td>
</tr>
<tr>
<td>Skipper’s Address: ______________</td>
</tr>
<tr>
<td>City, State, ZIP ______________</td>
</tr>
<tr>
<td>Home Phone: ______________</td>
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<tr>
<td>Cell Phone: ______________</td>
</tr>
<tr>
<td>E-mail Address: ______________</td>
</tr>
<tr>
<td>Emergency Contact: ______________</td>
</tr>
<tr>
<td>Emergency Phone No: ______________</td>
</tr>
<tr>
<td>Sail No: ______________</td>
</tr>
<tr>
<td>FSSA Fleet #: ______________</td>
</tr>
<tr>
<td>Home Club: ______________</td>
</tr>
<tr>
<td>q Club Boat  q Charter Boat  q Borrowed Boat (Jr. Only)</td>
</tr>
<tr>
<td>Are You Bringing Children? _ __</td>
</tr>
</tbody>
</table>

**Please check all that apply:**

- q First Time NAC Participant  q Distance Traveled: ______________
- q Junior Championship  q Skipper’s age: ______________
- q Women’s Championship  q Masters (Skipper 55+)
- q Seniors (Skipper + 1 Crew = 120 years)
- q Senior Sailing in Qualifying Series
- q Skipper M/F? _ Husband/Wife __
- q Father/Son on board with one as the skipper?
- q All Family with one Female aboard?

(A block of 50 rooms have been reserved for NAC participants. Cost is approximately $70/night.)

10 Minutes from CSA • 877-451-7666

**Super 8 Motel (New)** Carlyle, Illinois

10 Minutes from CSA • 618-594-1387

**Carlyle Lakefront Cottages**
Eldon Hazlet State Park, Carlyle, Illinois
5 Minutes from CSA • 618-594-3387

**Motel Carlyle** Carlyle, Illinois
15 Minutes from CSA • 618-594-8100

**Sunset Motel** Carlyle, Illinois
15 Minutes from CSA • 618-594-4838

**Best Western Motel** Greenville, Illinois
20 Miles from CSA • 618-664-3030

**Super 8 Motel** Greenville, Illinois
20 Miles from CSA • 618-664-0800

**Budget Host Inn** Greenville, Illinois
20 Miles from CSA • 618-664-1950

Located adjacent to CSA is **Eldon Hazlet State Park** which has 328 Class A campsites with 30 and 60 amp electrical hook-ups for trailers, and 36 Class C campsites for walk-in tent camping. The state park also has 20 lakefront cottages that are available for rent and a large swimming pool. Check out the following web site http://dnr.state.il.us/lands/landmgmt/PARKS/R4/ELDON.HTM

M#Camping for information on camping reservations or call 618-594-3011.

**NOTE:** No camping or pets are allowed on CSA grounds.

12. **Safety:** It is each competitor’s exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a PFD when conditions warrant, and to otherwise provide for his or her own personal safety. Competitors are reminded that all federal and state safety regulations shall be observed.

13. **Contact:** Regatta Chair: Tom Pinkel
618-632-0712 • tspinkel@charter.net

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2004 NAC REGISTRATION FORM

<table>
<thead>
<tr>
<th>FEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>USSA</td>
</tr>
<tr>
<td><strong>Registration:</strong></td>
</tr>
<tr>
<td>Member</td>
</tr>
<tr>
<td>Women’s/Junior</td>
</tr>
<tr>
<td><strong>Late Registration:</strong> Entries postmarked after 6/30/04</td>
</tr>
<tr>
<td>Flying Scot NAC</td>
</tr>
<tr>
<td>Women’s/Junior</td>
</tr>
<tr>
<td><strong>Meals:</strong> (Children’s meals are for children 12 and under)</td>
</tr>
<tr>
<td>Breakfast (Mon-Fri): $1.00/Breakfast X #_____</td>
</tr>
<tr>
<td>Lunches (Sun-Fri): $5.50/Lunch X #_____</td>
</tr>
<tr>
<td>Sunday Steak Dinner: $14/adult X #_____</td>
</tr>
<tr>
<td>Thur Dinner:       $14/adult X #_____</td>
</tr>
<tr>
<td>Lunches (Mon-Fri): $5.50/Lunch X #_____</td>
</tr>
<tr>
<td>Monday Dinner:     $14/adult X #_____</td>
</tr>
<tr>
<td>Lunches (Sun-Fri): $5.50/Lunch X #_____</td>
</tr>
<tr>
<td>Wed Annual Dinner: $22/adult X #_____</td>
</tr>
<tr>
<td>Thur Dinner:       $14/adult X #_____</td>
</tr>
<tr>
<td>Lunches (Mon-Fri): $5.50/Lunch X #_____</td>
</tr>
<tr>
<td>T-Shirts: $12 each, indicate size and number</td>
</tr>
<tr>
<td>Polo Shirts: $25 each, indicate size and number</td>
</tr>
<tr>
<td>FSSA Chartering Fee: _____</td>
</tr>
<tr>
<td>Junior Dues: _____</td>
</tr>
<tr>
<td>Total Fees Enclosed: _____________</td>
</tr>
</tbody>
</table>

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Check the CSA Web Site for Up-to-Date Information www.csa-sail.org • Make Checks Payable to FS Fleet #83
Send Completed Registration Form and Fees to: Leslie Bilodeau • 2002 Raintree Trail • Collinsville, Il 62234

---

Scots n’ Water | Volume 48 | Number 2 | 2004
Notice of Race: Flying Scot®
WIFE-HUSBAND Championship

June 26 & 27, 2004 • Carlyle Lake, Carlyle, IL • Fleet 83

Venue
Fleet 182 and Crescent Sail Yacht Club, Carlyle Lake, Fleet 83, is located on Lake St. Clair, at 276 Lake Shore Rd. Grosse Point Farms MI. 48236, with on site launch and dry sailing, I- 96 east from Detroit exit Moross, east to Lake Shore Rd., south .5 miles to yacht club

Rules, Registration and S.I. Availability
1) The Race will be governed by the RULES as defined in The Racing Rules of Sailing. The Sailing Instructions which will be available Saturday morning at the registration. This is a Category A event.
2) State Law requires USCG approved PFD for each person on board, a throw-able cushion, USCG requires a whistle per person.

Eligibility and Race Program
The Wife & Husband Championship is a sanctioned event and will be governed by the FSSA Rules. It is open to Active, Life, Family and Club 2004 members.

Article B-X-b. The crew shall consist only of a skipper and his/her spouse; the helmsperson may switch as best suits each crew (this is an exception to Article B-VIII-4, either spouse may be the required Active, Life, Family or Club member.

Three Races are planned, two on Saturday and one on Sunday; however at the discretion of the Race Committee more races per day may be attempted, but not more than three races total for the Regatta.
• Courses will be Windward-Leeward- Triangle or Windward-Leeward. As shown in the RRS.
• Low point Scoring System will be used, except all races will be used.

REGISTRATION FORM
The Flying Scot Wife & Husband Championship will consist of three divisions, Championship, Challenger, and Non Spinnaker. It will be the responsibility of each participant to select which division they wish to sail in. Trophies will be awarded for first 5 places in each division, plus other special awards.

Skipper:______________________________________________________
Crew: ________________________________________________________
Address C,S,Z: ________________________________________________
Emergency phone number, while at regatta. (          ) ____________
Sail No._______, Fleet No.______, Yacht Club ____________________
Division ( Select one)
[ ] Championship  [ ] Challenger  [ ] Non Spinnaker

Entry Fee per Boat:  $ 65.00 $ __________
Delete $ 5.00 if member of US Sailing $ -<5.00> $ __________
Island Dinner:  $ 20.00 ea. (_____) $ __________
Lunches:$ 5.00 ea. (______) $ __________

Total $ __________

Make Checks payable to: Betty J. Rogers W & F
10118 Curtis • Pinckney, MI. 48169 • bettyandforest@aol.com
I agree to be bound by “the current version of the Racing Rules of Sailing (RRS)”and all other Rules that govern this event.

Skipper:______________________________________________________
Crew: ________________________________________________________
Phone No. _______________, email,_______________________________

Regatta Chair: Forest G. Rogers 10118 Curtis Pinckney, MI. 48169
734-954-0452 • fax. 734-954-0814 • Email fs5230@aol.com

Continued On Page 14
LAGNIAPPE
by Larry Taggart, FS 4510

TRAILER MUD FLAPS: Do you want to help protect the bottom of your boat from road dirt, or even worse, those small rocks and gravel that can put good dings in the bottom of your investment? And, you do not want the bother of a bottom cover? You may want to install mud flaps directly on your trailer – smiley face optional. The flaps are not connected directly to the trailer fenders, but rather to a bracket attached to the trailer. This permits the use of wider flaps then what would ordinarily be accepted by the fender. You want to mount the flaps as close as possible to the fenders (and even install a small shield between the flap bracket and the fender) to prevent dirt from getting between the small gaps. For even further protection install mud flaps on the rear wheel well of the vehicle you use to pull the boat. Good sailing! 

Wife-Husband NOR—Continued From Page 13

• One Race will constitute a Championship.
• Protest flag will be required this changes RRS 61.1.

Schedule of Events

Friday June 25
18:00
Tuning Seminar by Harry Carpenter

Saturday June 26
Registration 9:00 - 11:30
Skippers Meeting 11:30
Race 1 Warning 13:00
Race 2 to Follow
After Race R & R 18:00
Island Dinner Party w/Band 19:00

Sunday June 27
Race 3 Warning 10:00
Refreshments and awards immediately following last race

• All children under the ages of 10 shall wear life jacket while on club grounds.
• Sorry no Camping or RV’s

There are many Hotels within 15 miles of the Club it would best to go on line “SOON” to determine which hotel best suites your needs, should you require assistance please advise. If you plan on arriving Friday evening the club has a Friday night dinner 18:30 to 20:00, all are welcome at $ 12.50 each. Please let us know if you are planning on arriving Friday.

Contacts
The Club phone number is 313-885-7575
Web site: www.crescentsail.com
Forest G Rogers,
cell phone 734-323-7862

Acrylic covers last “Twice as Long”?...

Twice as long as what?

Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that’s long! We know, because we’ve been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They’re light weight and colorful but they won’t hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you’re ready for a new boat cover, choose the quality standard of the industry...a cover by The Sailors’ Tailor.

INVEST IN THE BEST!

VISA/MC ORDERS CALL
SANDY: (937) 862-7781

The Sailors’ Tailor
1480-ss West Spring Valley-Paint Road, Spring Valley, OH 45370
www.beanbag.com
How often have you seen big gains made right around the windward mark because one boat jibbed and others did not or vice versa? Ask yourself these questions to join that crowd. What is the favored tack shortly before the rounding? Is there new breeze up wind on either side, say 20–30 lengths away? How can I clear my air immediately so that I can meet these possibilities? These are three big reasons why someone would jib on purpose. Remember that offset legs go along way to help allow for time and thought in sorting this decision out.

Why a masthead wind indicator is worth it –

Have you ever come around the windward mark in traffic and been in all disturbed breeze? If you did not sort out the correct jib to be on, you best have one of these. Learn which is the favored jib, which is when the indicator shows the wind “by the lee” or coming over the leeward stern quarter.

Why do some people seem to go faster heeling to windward?

When the breeze is enough to allow the boat to go dead down wind often the boat will sail helm free if the boat is heeling to windward. The technique depends on the wind and wave conditions but the key is to bring the helm to neutral more often than not. A Flying Scot has a big main and with the spinnaker the boat is better balanced however the center of effort of the mainsail is 6–7 feet from the mast so when that point closes over the center of the boat, it tends to become easier to steer with weight.

Whenever a boat can be steered without the rudder, it is safe to assume that the “helm” is slowing the boat down less. In general, “most boats are pretty close in speed,” at least that’s what Harry tells us! Technique and reduction of steering in conjunction with being in fair, undisturbed air, is often the difference that makes the difference when it comes to speed.

What about the board and the boom vang? How much are these adjusted?

It is fast to “play” both. Flying Scots have the shrouds behind the mast so whenever you can allow the boom to ride up and allow the leech to open up and get perpendicular to the breeze; it is something to think about. One way to monitor that is to keep the top batten working. “By working” the key is to have it not too open or not too closed. The situation is dynamic but that is what you want to be thinking about. Practicing this exercise is highly recommended. A lot of tactical achievement can disappear with over thinking the small stuff.

The board is another interesting tool. Flying Scots are STABLE with the board down. They are also fairly lively with it up if there is enough breeze to surf or plane. Consider using this concept in your practice. Remember no boat likes to steer very well without the board down some. Finding that medium is a function of the breeze.

Lastly, remember your lanes. Flying Scots are a big wind shadow. Keep your lane clear and anticipate bad air. Sail Fast, Sail Free and off the wind you GO!

You’ve just bought a Flying Scot and are wondering how to rig it, sail it in strong winds or light air; raise, fly, and lower the spinnaker, recover from a capsize, trailer it, and lots of other little “tricks” that experienced Scot sailors know. The answers are in Highlights of Scots N Water. This compendium is chock full of useful information about the Scot, its history, its rigging, sailing, storage, etc. No Scot owner should be without one!

To order your copy call FSSA at 800-445-8629

by Paul Jon Patin, FS 4969
Design
The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails. Our record speaks for itself with numerous wins in present and past local, regional, and national events.

Fabrication
Schurr Sails uses its proven construction techniques on each sail it manufactures. Combined this with the highest quality materials available on the market today, and this makes for an award winning consistent design each time.

Service
Schurr Sails is proud to be part of the Flying Scot Association. We guarantee to continue to provide each member with individual attention as our way of supporting its continual growth.

Excellence in Design, Fabrication & Service

Whether your Cruising the Open waters or Racing around the bouys Schurr Sails has the equipment you need to get you there safely and quickly.

For the Cruiser looking for quality, durability, reliability, and service we have selected the finest cloth available, and combined it with our proven construction techniques to give you what you are looking for.
Mainsails starting at $710 and Jibs at $300.

For the Racer, we have taken the same quality, durability, reliability, and servace and selected the finest cloth available. We have taken our 50 plus years of experience of development and created the fastest sails available, yes they are still remarkably easy to set and trim.
Mainsails starting at $710, Jibs $300, and Crosscut Spinnaker at $398.
We also have available a Tri radial or Biradial Spinnaker for $510

For more information call Steve Bellows, your friendly Flying Scot Sailmaker
Racing and a Sunset Cruise

At the 2003 Midwest Districts

Delavan Lake Yacht Club, Delavan, WI

For sailors and history buffs alike, the highlight of this year’s Midwest regatta at Delavan Lake, Wisconsin, was a sunset cruise aboard the Delavan Lake Princess, a locally based passenger boat. Following drinks on the dock and a festive Italian dinner, participants boarded the Princess. During this first-time event for the Midwest Districts, the sailors heard a personally narrated history of the lake from Allen Buzzell, a life-long Delavan resident. This unique event capped off an exciting day on the lake that got off to a somewhat ominous start.

With a loud “boom” at 6:30 Saturday morning, the first crack of thunder woke the sailors to begin the day’s events. The boom was a notice that this was going to be a day for the lake to be used almost exclusively by the regatta sailors. Along with the deeply overcast skies, the early morning storm kept nearly all of the pleasure boaters off the lake for the day.

The storm passed by mid-morning, allowing the race committee to start the day’s racing on time. Light to moderate wind strength, along with streaky and shifty winds, created a challenge for sailors of all abilities. “We had to keep a close eye on the weather today, with the low clouds and potential for more storms. However, the weather co-operated so that we could complete all three of the day’s races,” said Dennis Menasco, the Principal Race Officer for the regatta.

Another unique event at this year’s regatta was an “I Need A Coach!” class. This hands-on workshop was developed by the Delavan Lake fleet and designed to offer support for the novice racer. Frank Gerry, instructor at the Friday afternoon class, remarked, “We were able to provide rookie or second year sailors with a basic racing seminar, while sharing a few tricks of the trade. It was a blend of off-the-water tune up and rigging discussion, followed by a one-on-one sailing session on the water.”

Unfortunately, the Single Handed Race, a popular Midwest District event, was cancelled on Friday due to winds above the allowable limit for this race. The wind limit is intentionally set low for this race, since most of the skippers fly the spinnaker while single-handing their Scott! “I only want to sail the single handed race if I can sail the chute single handed,” commented Mike Hartman, emphasizing the importance that the single-handed sailors place on using the spinnaker during this race.

Sunday’s two races saw partly sunny skies, and moderate winds. The regatta’s five scheduled races were completed by mid-day, with the courses being either Olympic or windward leeward.

Tom Pinkel, Midwest District governor, commented, “We very much like the hospitality provided by the Delavan fleet, and the boat ride Saturday evening was special.” Jim Harris, FSSA President, added, “The race committee did a great job putting together five races in the variable and shifty winds. You are experienced at running regattas, and put together a memorable event.”

Next year’s Midwest District Regatta will be held at Neenah-Nodaway Yacht Club, Neenah, Wisconsin.

New Colors for the FSSA Burgee

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

Price is $25.00 plus $6.00 S&H.

To order please call FSSA Headquarters at (800) 445-8629.
Layline’s promise: If you are not satisfied with the products you receive from Layline, we will replace them or issue a full refund, your choice. We have been standing behind our products and services with this promise for 17 years.

If you have never sailed with a digital compass you owe it to yourself and your crew to give it a try. With the Tacktick Micro Compass on your boat, you will find your crew all of a sudden is in the game. Add a Musto Compucourse, and the race course will really come alive. Your crew can be involved in starting line bias decisions, keep track of headings upwind, etc. Give up squinting at the lines on your glass ball compass, and GO DIGITAL!

Already have a compass? Call Layline for all the rest of your Flying Scot rigging needs. Mention this ad when you place your order, and receive a free hat!

Call for details: 800-542-5463

Mention this ad when you place your order, and receive a free hat!
Sailing Proves That Sports CAN BE SMART

by Liza M. Johnson

When most people think of sports they picture the “normal” athletics – football, soccer, hockey, stuff like that.

There are many other sports that require more brainpower than these testosterone-laced combative activities, and one of these is sailboat racing.

My dad bought a 19-foot Flying Scot sailboat when I was a toddler and I’ve been sailing it ever since (well, my sister and I used to sleep under the hull when we were little, but that still counts as sailing…).

Sailing requires much more thinking than some people might assume. I’m not talking about cruising around on a yacht or jetting around on a motorboat. Sailing is much more intense than that, especially when it comes to racing.

A sailing race (at least the Flying Scot regattas that I have participated in) usually consists of five races, each with a Champion and a Challenger fleet.

These races take three days. The first day has one race and the other two days have two back-to-back races. Back-to-back racing means spending over four hours on the water and, for some people, peeing off the side of the boat.

A regatta usually schedules in one day for make-up races, in case one gets cancelled. Back-to-back racing means spending over four hours on the water and, for some people, peeing off the side of the boat.

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A course is set based on the amount of wind. These courses have buoys that a race gets cancelled.

The same thing happens if a boat has a false start, which is common since there are over 20 boats all trying to cross the start line at the same time.

Getting a good start is crucial to placing in a sailing regatta. Before the start, a 10-minute warning gun goes off and the skipper and helmsperson start timing their tacks.

Basically, they sail back and forth and time how long it takes so they can have a good position when the starting gun sounds.

Many times there are boats that are going to crash, and there is a complex system of right of way rules to determine who has to get out of whose way. If you are on a starboard (right) tack, you have the right of way and the other boat has to dodge you. If they don’t, then you can protest their actions with the race committee.

Sailing requires knowledge of wind direction and a lot of geometry stuff in order to get the desired 19-degree heel (the amount that the boat is tipped to the side). A sailor must also know precise moments to tack (turn from the wind), jibe (turn into the wind) or throw the spinnaker. A spinnaker, or chute, is a big colorful sail that picks up wind on downward leeward legs of a race.

One person is the skipper. This person moves the tiller which moves the rudder which moves the boat. They also usually control the main sail and keep the boat from tipping over.

Another person is the helmsperson, who controls the jib sail based on the wind and other factors.

The foredeck person is in charge of raising the spinnaker. This is quite a daunting task because it involves climbing onto the foredeck in raging winds and hoping that you don’t blow off.

The one time that I was in a race and tipped over, it was because the spinnaker was not thrown properly and got caught under the boat.

Since you are now probably completely confused about this whole process (and I’ve only touched on the basics), it proves my point that there are some sports that require brains and not brawn.

You could easily beat me in a one-on-one basketball game, but I will challenge anyone to a Flying Scot race – and I could probably win with a crew that has never sailed before.

So bring it on!

Last summer I took three of my best friends to Pensacola Beach, Florida, to do some sailing and partying. (Five of us went to Panama City Beach over spring break with the boat, but ended up not sailing.)

Those are only the two most recent trips. When I was younger I traveled other places with my dad and friends for sailing competitions.

The crew of a Flying Scot usually consists of three people, but more or less may be desired depending on wind (if there is high wind you want more weight).

One person is the skipper. This person moves the tiller which moves the rudder which moves the boat. They also usually control the main sail and keep the boat from tipping over.

Another person is the helmsperson, who controls the jib sail based on the wind and other factors.

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So bring it on!
The Carbo Ratchamatic lets you trim and ease freely in both directions like a non ratcheting block, but automatically engages the ratchet when loads increase.

Lightly-loaded sheets release like greased lightning and asymmetrical spinnakers free instantly for fast jibes. With a twist of an Allen wrench, you can customize the Ratchamatic engagement to suite your own strength and sailing style.

Allen wrench

Lightweight Muscle

Did you know, Carbo AirBlocks® significantly outperform stainless reinforced plastic blocks. A wowing 30% lighter, with a 60% higher working load than classic blocks of the same size.

Midwest Sailing

Authorized Flying Scot Dealer

In Southeastern Michigan Since 1965

- New and used Flying Scots on display
- New and used parts in stock (from clevis pins to masts). We ship UPS daily.
- Sailing Store and Service Center including:
  - Custom rigging
  - Mast & boom straightened
  - fiberglass and trailer repairs
  - Straight centerboards brought up to race quality
  - Off-season storage and repair facility
- Also Dealer for Sunfish, Laser & Hobie Cat

Venue - Portage Yacht Club

- Located adjacent to Midwest Sailing.
- Home to Fleet 20 racing Thursday and Sunday from May through September.
- Convenient dry storage moorings on the water for quick and easy access to your boat.
- Learn to sail - Learn to race programs
- Social activities, swimming beach, shaded picnicking and dining services.
For a number of years a community of Scot sailors, and potential Scot sailors have actively exchanged their questions/answers, and thoughts via the Flying Scot® Website Forum. The topics discussed have centered on how great the Flying Scot® is as a first sailboat to how to straighten a bent mast. The forum has consistently been the most popular parts of the FSSA website.

While the old forum contains a wealth of information for any Scot sailor, the topics are not organized, or prioritized. Sifting through the wealth of information is laborious. Worse, the most useful information quickly falls out of view as new topics are posted. The new forum provides the capability to solve these problems.

Shown is a screen shot of the new forum’s home page. The shot shows some of the forum’s initial categories (http://www.fssa.com/fsforum2/).

The old forum is still available to browse or search its topics. Over time the hottest topics from the old forum will be moved to the new forum. This will help keep those of you who have been regular contributors from revisiting questions you know you have answered before.

Please visit the new forum. And better yet, become an active participant. Your thoughts are sure to help out fellow Scotters, plus show other sailors they have lots to gain by joining us.

**MasterHelper $129.95 ea. **

Innovative Flying Scot Mast Stepping device. It takes the work out of Stepping the Flying Scot mast. Allows young, old, short or tall to step the Flying Scot mast in under 15 minutes with one person.

Yours for $129.95 + (S&H $15 ea.)

These make GREAT GIFTS for any Occasion

Call Today 212-337-3446

Total Amount (Add S&H) $ ___________

Ship to Address & Phone: ________________________________

Clip this ad and Mail to: Flying Scot Racing, Attn: Dan Neff • 349 Ward Ave. • South Amboy, NJ 08879

**Flying Scot Calendar $12.95 ea. **

Now Available 2004 Calendar Year

Flying Scot Racing is excited to bring you for the 2nd year a 12 month full color wall calendar that is filled with information from upcoming regattas & tips and tricks that will make you make you fast.

Yours for $12.95 + (S&H $3 for the 1st and .50 for ea. additional)

ORDER ONLINE AND RECEIVE YOUR ORDER FASTER

Visit us on the web at www.flyingscotracing.com and order your Calendar and MasterHelper today!

email: fs2929@aol.com, or Call 212-337-3446.

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STARTING LINE

Calendar Of Monthly Events

Sarasota One Design Midwiners
March 19 - 21, 2004
The Sarasota Sailing Squadron
Sarasota, FL
Contact Jim Barr, (941) 366-1972,
jbarr3620@aol.com

Flying Scot Midwinter Warmups
March 27 & 28, 2004
Fort Walton Yacht Club
Fort Walton Beach, FL
Go to www.fwscowl.org or contact
Phyllis Seaton at
Phyllis4@cox.net, (850) 651-0105

Midwinter Championship
March 27 - April 2, 2004
St. Andrews Bay Yacht Club
Panama City, FL
Contact Jim Robinson, (850) 913-6132,
(850) 796-2453

23rd Annual
Lake of the Woods Invitational
April 24 & 25, 2004
Lake of the Woods Sailing Club
Lake of the Woods, VA
Contact Hans Noordanus at
(540) 972-0933,
hans.noordanus@lowsc.org
or www.lowsc.org

Mug Race
May 1, 2004
Rudder Club of Jacksonville
Jacksonville, FL
Email DJWHof@aol.com for more information.

2004 Buckeye Regatta
May 22 & 23, 2004
Hoover Sailing Club
Westerville, OH
Contact Jay Huling (614) 248-5437(w),
(614) 882-6464 (h),
jhuling@wideopenwest.com

4th Annual Leukemia Cup
May 29 & 30, 2004
Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-0712,
tspinkel@charter.net or go
www.csa-sailing.org

Flying Scot Annual Egyptian Cup
June 5 & 6, 2004
Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-0712,
tspinkel@charter.net or go
www.csa-sailing.org

Jeff Lines Memorial Regatta
June 5 & 6, 2004
Tom's River Yacht Club
Tom's River, NJ
Contact Jim Worth, (732) 974-0945
or jwthor@aol.com

Full Moon Regatta
June 12, 2004
Mommouth Boat Club
Red Bank, NJ
Contact John Luard at (732) 291-8465,
jluard@netzero.net

2004 Midwest Districts
June 18 - 20, 2004
Neenah-Nodaway Yacht Club
Neenah, WI
Contact Jim Jilek (920) 722-9478,
scotsailor@yahoo.com or visit
www.nncy.org

Sprit Island Regatta
June 19 - 20, 2004
Sprit Island Yacht Club
East Norwalk, CT
Contact Jack Carpenter at
Jack.Carpenter@viacom.com

Wife Husband Championship
June 25-27, 2004
Crescent Sail Yacht Club
Lake St. Clair
Grosse Point Farms, MI
Contact Forest Rogers, (734) 954-7192,
fvandall@law.emory.edu or
www.crescentsc.org

Sprite Island Regatta
July 17, 2004
Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall (404) 634-7192,
fvandall@law.emory.edu or
visit www.dclsa.org

North American Championship
July 17 - 24, 2004
Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-0712,
tspinkel@charter.net or visit
www.csa-sailing.org

Sandy Douglass Memorial Regatta
July 31 & August 1, 2004
Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall, (404) 634-7192,
fvandall@law.emory.edu or
go to www.dclsa.org.

2004 New England District
Championship
July 31 & August 1, 2004
Sandy Bay Yacht Club
Rockport, MA
Details to come.

99th Annual Ephraim Regatta
July 31 & August 1, 2004
Ephraim Yacht Club
Ephraim, WI
Contact Nancy Claypool (504)
899-0335, nclaypool@cox.net or
visit www.eyc.com

Eastern Women's
Invitational Regatta
August 14 & 15, 2004
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD
Contact Geri Meehan at
gmeehan@earthlink.net

Michigan- Ontario District
Championship Regatta
August 14 & 15, 2004
Crystal Lake
Crystral, MI
Contact Mark Schuurmans at
mark@mjschuurmans.com

18th Annual Invitational Regatta
August 14 & 15, 2004
Saratoga Lake
Saratoga, NY
Contact Anna or Peter Seidman at
pseidma1@nycap.rr.com,
(518) 877-8731 or visit
www.sailsaratoga.org

Flying Scot
Canadian Championship
August 21 & 22, 2004
Stony Lake Yacht Club
Stony Lake, Ontario
Contact Chris Greening at (705)
749-1697, dgreening@ptbo.igs.net

Greater NY Districts
August 21 & 22, 2004
Hempstead Bay, Fleet 46
Ballston Spa, NY
Contact Eric Feldman, (516) 889-
6822 or ejfeldman@worldnet.att.net

Labor Day Regatta
September 4 & 5, 2004
Rudder Club of Jacksonville
Jacksonville, FL
Email DJWHof@aol.com.

Annual Whale of a Sail Regatta
September 11 & 12, 2004
Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-0712,
tspinkel@charter.net or go
to www.csa-sailing.org

Candlewood Invitational Regatta
September 18, 2004
Candlewood Lake
New Fairfield, CT
Contact Andy Fox (860) 354-6161,
sailing@cyxail.org

Toms River Classic
September 18, 2004
Toms River Yacht Club
Toms River, NJ
Contact Jim Worth, (732) 974-0945
or jwthor@aol.com

Glimmerglass Invitational
September 18 & 19, 2004
Otsego Sailing Club
Otsego Lake
Cooperstown, NY
Contact Dave Karl (607) 947-2230,
davekarl@capital.net

Sail for the Grave
September 18 & 19, 2004
Lake Arthur, Moraine State Park
North of Pittsburgh, PA
Go to www.geocities.com/~mormainsailing/

Annual Horrocks/
Palmer Invitational
September 18 & 19, 2004
Sayville Yacht Club
Contact Sharon Boyle at (631)
598-7131, gosail@optonline.net.

Silver Piper National Championship
September 25 & 26, 2004
Selby Bay YC, Fleet 42
Selby Bay, MD
Contact Dave Gillingham at (410)
295-6675, drgillingham@peoplepc.com or visit
www.selbybaysailingcenter.com

Ohio District Championships
Grand Annual Regatta
October 2 & 3, 2004
Cave Run Lake
Morehead, KY
Contact Susie Stombaugh at
(859) 885-3302

Sayville Sailing
December 4 & 5, 2004
Rudder Club of Jacksonville
Jacksonville, FL
Email DJWHof@aol.com.
**CAVEAT EMPTOR = BUYER BEWARE**

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**FS 3360** – Douglass built in 1979. Racing equipped, two sets Flowler sails and spinnaker, Galvanized Shoreline trailer, outboard bracket. Cover, Plastimo compass, swim ladder and handles, 6:1 vang, rudder lift, lifting bridle, SS mast sleeve, tiller extension. $4000. Located in Miami, FL. Contact Ross Young at rossyoung@hotmail.com, (305) 665-0238.


**FS 4796** – Flying Scot built in 1992. White, blue stripes, white deck, galvanized trailer with new wheels and tires, custom canvas cover, two suits main and jib, like new spinnaker. Masthead flotation. Always dry sailed. Stored indoors. Excellent condition. $5000. Located in Des Moines, IA. Contact Monica Plummer at (515) 440-2021 or monica.plummer@bigfoot.com.


**Bottom Cover** – Sailor’s Tailor soft flannel bottom. $OLD. Located in Florida for seasons only. Contact Jeff Penfield at (941) 383-5503.

**Wanted** – Who has a decent hull for sale? Don’t need parts, sails or trailer. Contact Steve Hartman at (217) 359-5835, steveh@jmsapts.com.
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FS 3103 / Fleet # 0/ District 4
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Key Largo, FL 33037
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Pensacola, FL 32506
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Fargo, ND 58103-4923
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Peter Smith
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Dundas, Ont., CN L9H 6C2

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Decatur, IL 62522

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Fargo, ND 58103-4923
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Peter Smith
15 Forest Avenue
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