LET YOUR Kids Sail

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All About One Design Sailing
Photo Sue Bodycomb
A few weeks ago, I was joined by my friends, Jim and Kathy Worth, together with a unique group of family members and friends of Graham Hall, at Kings Point, NY to remember, honor, and reflect upon the life of a father and friend. The US Merchant Marine Academy was the location for the ceremonies. So close to the water, the wind chill was brutal even though the calendar showed spring would arrive in two days time. The devotion and gratitude expressed by Graham’s daughters, Whitney and Morgan, resonated with everyone present. Without question, Graham was an exceptional sailor with many individual accomplishments. But the most lasting thing that I drew from the memorial service was Graham’s exceptional ability to coach and be a mentor to others. He played an important role in the shaping of many lives.

Several sailors from the US Naval Academy, the US Merchant Marine Academy, and the SUNY Maritime College spoke of how Graham was able to instill in them the sailing skills to succeed and, more importantly, the mental attitude to win. Graham wrote countless articles about the technical side of sailing many of which were on display at the memorial service. But for many it was Graham’s ability to make sailing fun that has made his influence so lasting. Graham was a frequent competitor at our Mid-Winter Championship and often the center of some drama. This year’s event featured 50 boats, exceptional weather, racing, and race management. Marcus and Marc Egan were again making victory look easy over a talented field of sailors. That is, until the last race when the wind and waves took over forcing them to capsize. Despite extreme conditions and a boat full of water, Marcus and Marc still managed to finish 9th and win the regatta. Fred Strammer, Jr. also sailed superbly with Fred Sr. as crew and finished 2nd. Congratulations are also in order for my friends, Ed Summerfield and Herb Lindsay, who won the Challenger Division. Ed Bayer, David Osler and Colin Park deserve special recognition for coming to the aid of other sailors who had difficulties. I also wish to thank Tom Farquhar, Bob Birkenstock, and the folks at St. Petersburg Yacht Club for another great week of sailing.

At our Mid-Winter meetings, the Board of Governors discussed several items to be voted upon by the FSSA membership at this year’s NAC. The Measurement Committee has recommended that the use of VHF radios be permitted except while sailing (after the warning signal). In addition, the Measurement Committee has proposed changes to the specifications pertaining to tighten-up permitted modifications to the rudder and centerboard.

As it presently stands, with two year terms it can take up to 14 years for someone to progress through the ranks of Secretary, Treasurer, Second Vice President, First Vice President, President, and then Commodore, and Immediate Past Commodore. There is a proposed amendment to the Constitution to combine the offices of Secretary and Treasurer starting in 2007 thereby shortening the time required for individuals to pass through the class offices. Finally, a new Senior Championship has been proposed as a separate sanctioned event from the NAC, and replacing the Silver Piper, for skippers who have attained age 60 and the combined age of the skipper and one crew is at least 120.

Have a great sailing season and I look forward to seeing many of you in Marblehead for the NAC.
As you may know, 2007 is the 50th anniversary of the Flying Scot. We plan to make the first issue in 2007 a “Sailing through Memories” anniversary issue. I am looking for articles about—and photos from—the early years. I have been able to acquire Scots n’ Water issues from headquarters back to 1985. If anyone has older issues that I could borrow, I would appreciate using them. All copies that you loan will be returned to you, if you provide your return address.

We would especially like to have articles about Gordon “Sandy” Douglass. It will take all Flying Scot sailors to make this anniversary issue a success.

If you have any questions, please feel free to contact me:
Kay Summerfield
705 Ocean Avenue, Beachwood, NJ 08722
732-286-4890 • slokay@earthlink.net

Flying Scot Number One! (Photo courtesy of www.flyingscot.com)
Let Your Kids Sail
by Greg Fisher, FS 3961

Reprint of article first published in Volume XXXI, Number 6, November/December 1989

That doesn’t seem like a good idea to me!, was my dad’s unusually blunt reply after my wife Charlotte and I reported that we were going to have our two and a half year old daughter sail with us in the Flying Scot North Americans this summer. “You don’t want to have your Kids sail with you... you want to let them sail with you.”

The crux of my dad’s discussion on how to get children into sailing was just that: never allow yourself to push them into it; instead, let them ask. My dad emphasized that since Martha was still just learning to talk – it might be difficult for her to ask to be taken sailing...

It’s a natural inclination to take your children along as crew while racing. While it’s not impossible for this situation to develop into a healthy love of the sport, more often than not, it may actually turn the kids off. It can be especially difficult if the parents have “winning” in mind as much or even more, than introducing their children to sailing. In addition, sail boat racing is your thing as the parent and not necessarily your child’s. If it’s something that they can identify with and identify with their peers, they’ll be much more apt to stick with it. Obviously, a strong junior program where the kids sail their own boats, such as the Optimist, goes a long, long way.

On the other hand, kids ought to have every opportunity to sail when they want to: before races, after races in the afternoons, during regattas, let them know that they can go sailing anytime they want to, just by asking. Crewing is ok too, if that’s what they want. When I was about four, I had been for enough rides daysailing with my dad in his Lightning that I just couldn’t wait to ride with him during a race. My mom wasn’t sure the idea sounded so slick, but consented anyway. I guess I did ok nearly all the way around the race course until the last weather leg where, in the heat of the battle, my dad jammed the tiller to leeward to take advantage of a lift and puff. I had placed my forehead, It seems, directly in line with the tiller. My dad finally crossed the finish line with me screaming under his arm with a big knot on my forehead. I understand at least he won the race.

When my brother and I were just about 5 and 7, my dad got us each our own boats. He selected Penguins as they were very popular at the time. A Sunfish could have been a good pick, too. If Optimists were around at that time, they would have been perfect. The thing was that we had our own boats. My brother Matt and I used to sail every chance we got. We were sailing our own boats and because we weren’t ever being pushed to sail, we were all that much more enthused about it. The only thing my dad ever pushed us on, and pushed us very hard, was to take care of our equipment. When it was wintertime it was time to varnish and in the summer, the covers were kept clean. Interestingly enough, the more we look care of our boats, the more proud of them we became and the more we sailed. After time, my brother and I each began to sail our own Lightnings, and of course by that time we were really hooked. We were fortunate too, because our yacht club was also especially good to us and supported our Sears Cup (3 person Junior National Championship) efforts to the fullest. When I say “our” I mean, the juniors as a whole and because of the support and enthusiasm that the club showed, we ended up with a very strong group, not only in talent, but also in numbers. I still remember times when we

Continued On Page 16
Fleet 191 is located at the Oklahoma City Boat Club on the east shore of Lake Hefner in northwest Oklahoma City. Lake Hefner is about two miles by two miles in size and sits on a hill, making it a great sailing lake. In the past the club has hosted the J-22 North Americans, Snipe Nationals, Santana 20 Nationals, U.S. Singlehanded Championship for the O’Day Trophy, the Men’s Sailing Championship for the Mallory Cup, and the U.S. Junior Women’s Doublehanded Championship for the Ida Lewis Trophy. We are one of the newest fleets in FSSA. I am the charter fleet captain (I knew I should have waited ‘til the voting was through before I went to get another round for the crew and myself). I am a certified Regional Race Officer and until last year had not raced more than a few times a year over the past ten years or so.

It’s funny how circumstances can arise to bring people and boats together with unimaginable—make that “unintentional”—results. Case in point: Last April I was in Heath, Texas, to do race committee work at the Rush Creek Yacht Club stop for the J-22 SW District. Normally I wouldn’t go to Texas to work races, but I was sharpening my RC skills before my club hosted the J-22 North American Championship. We went out to dinner at a Mexican restaurant there in Heath. I sat with John Fleming and David Bilodeau, who are from OCBC and campaign a J-22 on the circuit. We were joined by Brad Davis and his fantastic wife, Susan. Brad was PRO for the regatta, and I was working with him on the signal boat. Brad said that he had just picked up FS 4997 and told us about the great deal he got. John Fleming joined in asking questions about it. For the next two hours, I heard stories about sailing and racing Flying Scots.

Last May I noticed that there were a couple of Flying Scots on the back row of our centerboard lot. Judging from the state decals, neither had been sailed much lately. I asked John Fleming what to look for in a Scot, and he gave me some suggestions. Boat 1658 belonging to Jerry Parish was in excellent condition, so I contacted Jerry and made him an offer. He answered back that he was motivated to sell but he thought the boat was worth more than I was offering. I wrote him back with another offer. He snatched that offer up so fast that I know I must have left another $200 on the table. I hate it when a deal goes that quickly. Jerry brought the title and sails down, and I took ownership the first day of the J-22 North Americans. Bob Gough (FS 4496) was working with me on race committee that week, and in our downtime he showed me a few things about the Scot. Later Bob sent me a set of used sails that saw me through last summer.

By the second week of June, I had 1658 ready for club racing. John Fleming, David Bilodeau, and Dan Post helped me get the boat rigged. They were also kind enough to supply me with competition, sailing on Dan’s FS 1285. They were the June series winners. Jeff Burke and Steve Meyer crewed for me in July; with Jeff’s expertise and Steve’s hard work, we won the July series. Let me say that until I raced the Scot, the only boats that I’ve raced in the past ten years were my Cape Dory and Steve’s Catalina 25, and those times were in the annual Old Man of the Sea Regatta at OCBC. Very few people at my club have seen me sail, let alone race. The first time I sailed the boat was to race. The first time I tacked the boat was when I was trying to get to the starting line, and the first time I flew the spinnaker was on the way out to the racing area. The boat was so nimble and accel-
erated so fast that it amazed me, and I knew that I had made the right choice.

When we got back to the clubhouse, everyone could see how much fun we were having with the Scots sailing against Lasers, 420s, and MC scows. Someone made the comment that I’d better be careful driving home, because, if I was killed in a wreck, it’d take forever for the mortician to get the smile off my face. We started talking about trying to get another boat or two to make a fleet. By August Rudy Nieves brought in #1546 and Steve Meyer and Bill Brett brought #1010 in from Ohio, then John Fleming bought #1729. With that we became an actual fleet, and we applied to FSSA for a charter. I became fleet captain when they held the election while I was getting the next round of beers. In November we became Fleet 191 racing in the Texas district. When we formed the fleet, we were all in agreement that we were racing for the fun of it and that we subscribed to Corinthian spirit. With that premise, we are now up to 14 Scots with a number of potential members looking for boats. Our fleet is made up of three past commodores, a sitting vice commodore, and four of last year’s fleet champions from the handicap fleets and Catalina 25 fleet. Four are race officers and the rest are club committee chairs and race J-22s.

Our district governor, Greta Mittman, has been a great help getting us organized, as have the Scot sailors at White Rock. Greta and Michael Mittman brought new boats up for a rigging seminar. This spring, Bill Draheim and Kelly Gough are scheduled to hold an on-the-water sailing seminar for our fleet and our club’s youth program. On May 20 & 21 we are hosting the Texas District Championship. In addition to the regular trophies, we will have a special trophy for the highest-finishing certified race officer on a Flying Scot.

The Oklahoma City Boat Club board of governors and the Commodore’s Cup committee announced this month that the Flying Scot will be the “Cup” boat for the next three years. The CC is a match-race format to decide the champion of champions. The fleet champions of the eight recognized fleets are eligible to race. The club has authorized the purchase of sails for the “Cup” regatta, and the boats will be loaned by Fleet 191 members this year.

It’s hard to believe that it was less than a year ago that we were having dinner talking about Brad’s new boat. Forming a fleet was the furthest thing from any of our minds. What happened was purely unintentional. But, when you have great sailors looking for racing that’s fun and you mix in a great boat that’s economical, stable, fast, and fun, you are going to have unintended consequences like the fastest-growing fleet in our club. Where we go from here, I have no idea other than that it’s going to be fun. I have to smile every time I think about sailing my Flying Scot.

Epilogue

The last week of March, Harry and Carrie Carpenter were delivering two new boats to Michael Mittman in Dallas. Michael is the Southwest dealer of Flying Scots and his wife, Greta, is the Texas district governor. Michael suggested that Harry and Carrie come up to Oklahoma City to visit our fleet. They flew up on Michael’s plane, had dinner with our fleet, looked at our boats, and gave us a two-hour Q&A session. This was our first chance to meet Harry, and our fleet’s opinion is that Harry is as great as the boat he builds.

Steve Meyer, regatta chair for the Texas District Championship, informed me that the first online entry we received on our Web site (www.fs191.com) was from Harry Carpenter. How great is that!!
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**New Flying Scots Built to Order...** Our factory team has attended every NAC since 1973 and every Midwinter since 1979. We know how to rig a Scot for everyone — daysailer to national champ. Order a new Scot rigged just the way you like it.

**Bring New Life to Your Old Flying Scot...** with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment — trade it for a new one!

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**Ronstan Fixed X-10 Tiller Extension...**
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.

**Ronstan Telescopic X-10 Tiller Extension...**
29” to 48” telescopic, same as Fixed X-10. Includes bow/throttle adjustment. “Hyperlon” grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

**Spinnaker Pole...**
1.5” diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire halyard.

**Tapered Aluminum Spinnaker Pole...**
Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

**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 transom is painted cast aluminum & stand-off part is stainless steel hardwood board for engine clamps. Complete w/fasteners & template.

**Bow Flotation Bag Kit...**
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.

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

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

**Flying Scot® Embroidered Shirts & Caps...**
100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL.
Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XL.
Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All.
Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All.
Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All.

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**Trailex Aluminum Trailer...**
Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5” and features 4.80 x 12” tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

**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 all of the mast and is held in place by shock cord for easy installation.

**Plastimo Contest Tactical Compass & Mount...**
3 3/8” 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.

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

**Stainless Steel Mast Sleeve...**
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.

**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 with fasteners.

**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 with fasteners.

**Mainsail Flotation...**
For added security against turtling or burying the mast in the bottom. No modification to the boat or sail is required for installation. Weight is approx. 2 lbs.

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www.flyingscot.com
Congratulations to Amy and Jeff Linton on sailing a consistent series to win the Florence & Ted Glass Trophy as the 2006 Wife/Husband Champions under some light and shifty conditions. Saturday was in the mid 90's all day with light and variable winds out of the SE at 5 to 10 kts. The race committee tried for three, but the fickle wind would only let them get in two nice windward leeward races with five legs each. The committee started a third race in a westerly that turned into an easterly half way up the first leg. The November/Hotel flags brought an abrupt end to a long day of racing. Shortly after everyone had the boats put up, the party got started to some live music and a great BBQ dinner put on by the members of the Lake Murray Sailing Club. The racing resumed bright and early on Sunday with a 9:00 am start time. The winds were out of the ENE at 4 to 7 kts, and the racing started on time allowing the completion of three short races. The light and shifty conditions made for a lot of position changes throughout the day. Consistency was the key to remaining in the top positions.

Amy & Jeff Linton are newcomers to the Flying Scot and are sailing with the fleet at Davis Island, FL. They, however, are certainly not newcomers to the winner’s circle. Amy & Jeff are accomplished Lightning sailors having won numerous events including the 2001 ILCA World Championship. It was great fun to be sailing Scots with them and we hope this will be the first of many W/H events for them. Amy & Jeff also won the Penticoff trophy as the highest placing team sailing their first W/H Championship.

Bonnie & Willson Jenkins from Florence, AL sailed an impressive series in the Challenger Division winning four out of five races and the Hudson Trophy. Brenda and Mike Noone from Wayne, PA finished second in the Challenger Fleet and won the Ammann Trophy as the highest placing team in either Championship or Challenger whose combined age is at least 100 years.

Congratulations also to Janie and Allan Gowans and Debbie and Tommy Weaver who worked very hard, along with many other Lake Murray Sailing Club members, to put this wonderful event together. Bill Ross did an outstanding job as Principal Race Officer under some very difficult conditions. The event could not have been nicer and leaves some big shoes for the Cedar Point Yacht Club in Westport, CT to fill in 2007.
Dear Scot Sailor,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing. The results are spelled out in the catalog. Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for sick sailors like you and me.

Thank you for your business.

[Signature]

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Focus on New England Ropes Dinghy Line Developments

This is one of those storys where one of our Vendor’s niche product lines gets lost within Layline’s product presentation. Over the last few years, the American market has been dominated by English and European suppliers, now, we have an American line.

In the past, this segment has been little known. Now we offer a new line of Dinghy Control Lines.

Spyder Line

Spider line is a perfect line for your dinghy’s highly loaded control lines on the charters from Calvin Library. New England offers the Spyder Line in four sizes ranging from 1.8mm to 2.96mm. Hmmm… thinking you could be leaving that up to you guys.

Flight Line

This line is made up of a Polypropylene jacket with a 12 strand SK75 Dyneema core but there is a difference to the Flight line. New England offers their Flight Line in 3.45mm and 2.92mm, the Flight Line, Stripable Polypro to Dyneema in a pretty loose array of wire for the traps, plus he had some underdeck stuff he wanted to replace. He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace.

Regatta Lite

Regatta Lite is 100% polyester in a very loose array of wire for the traps, plus he had some underdeck stuff he wanted to replace.

Bzzz Line has a bit of a fuzzy finish making it easy to hold onto. Regatta Lite is a light weight floating line easy to cleat and uncleat as well as having unsurpassed ability to run at speed. This is the way to go for their mainsheets. Boats have really adopted this line as looking for an awesome mainsheet for your small boat? Take a look at the Bzzz Line. It works really well on Spun Polyester and SK75 Dyneema. The spun polyester has a bit of length. The current, single braid construction is easy to cleat and uncleat. This line works really well on Spun Polyester and SK75 Dyneema. The spun polyester has a bit of length. The current, single braid construction is easy to cleat and uncleat.

Win a Finish Line make a great control line good performance for use as small mainsheets. Finish Line cannot be spliced but it holds a lot of tension. Our method, we used 20 feet exactly. Our goal here is to not do a line comparison, but to give you an idea how well it holds in a cleat or what not. For details as to how stiff a line is or elongation, Size Matters. There are conclusions to be had. There are conclusions to be had. For details as to how stiff a line is or elongation, Size Matters. There are conclusions to be had.

Also, 1/8” equals 3.17mm. This is why I show Aracom T, 3/32” … 2.63mm looking at elongation, Size Matters. There are conclusions to be had.

Aracom T, 3/32” … 2.63mm...

Punisher Load Cell

The Punisher is a 120,000lb Steel I beam with a 20,000 lb hydraulic cylinder (like the one on a garbage truck) hooked to an electric Punisher Load Cell. Shown here is our “Punisher,” a Punisher Load Cell.

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I’m a fan of the concept that sailing grows when non-sailors are exposed to the joy and challenges of the sport. Community sailing programs provide low-cost entry points and reach people who might be put off by the traditional yacht club model.

In another approach, partnering with a local organization in fund-raising events can provide benefits for both the local organization and the sailing club or fleet. The Corinthian Sailing Club on White Rock Lake in Dallas, Texas, has joined the Dallas Zoo for the past several seasons in a great program called “Sailing for Rhinos.” The program is similar to “Bowling for Rhinos” and raises funds for conservation of rhinos in Africa and Indonesia.

The Corinthian Club, including members of Flying Scot Fleet 23, throws a party at the clubhouse and invites Zoo employees, volunteers, and their families to an evening of fun sailboat races. A local band donates an evening of music, and everyone solicits donations for food, beverages, and a silent auction. While the party rocks in the clubhouse, Scot sailors take non-sailors out on the water for a series of low-key, short, round-the-buoys races. The win-win situation is that profits from the silent auction and t-shirt sales go to support rhino conservation, while people who had never sailed before get a firsthand look at the sport.

De McCombs (de.mccombs@sbcglobal.net) has organized the event for the past several years and is happy to provide the nuts and bolts, should your club or fleet want more information. Give it a try!

GROWING THE SPORT
(Rich Roberts interviewed US Sailing President Janet Baxter about a number of major issues. Here’s a brief excerpt from his story in The Log.)

“Growth is going to come from programs that bring new people into sailing, not the traditional yacht club programs with family or friends. I’m very serious about this. We need to find events we can partner with, whether it’s cruising or community sailing. “The growth of community sailing programs is huge. They’re bringing in lots and lots of people that yacht clubs wouldn’t touch. We all belong to yacht clubs, but yacht clubs don’t do outreach. We need to bring new people into the sport.” I can see those comments converted into a tabloid headline: “Janet Baxter Says Yacht Clubs Bad for Sailing.” But if you believe that’s what she meant, you missed her point and are (a) probably a yacht club member, as I am, and/or (b) part of the problem.

US Sailing’s new leading lady has the guts to say what she thinks and, from early impressions, the perception to put her fingers directly on problems.

She recognizes that while US Sailing’s mission is to serve all sailors, “By far, the majority of our [40,000] members are racing sailors. There are people that think we should only be in racing. But how are you going to get people who aren’t sailors into racing? The ones we are trying to get in now are non-racing sailors.”

She mentioned kite surfers, an intensely popular sailing pastime that appears to be booming, the way catamarans and sailboards emerged from the beaches without any apparent organization. Do kite surfers need US Sailing? Back up a bit. What does US Sailing have to offer them or any other non-racing sailors? “The work we do with safety and the environment,” Baxter said. “Our whole training program is very sought-after by non-racing sailors. If you go to the web site there’s a section on how to sail.”

Founders Cup  
Greenwich Yacht Club  
June 3, 2006  
There will be 5 races.  
We average 15 boats.  
Skippers meeting at 10:00  
For more information contact Dave Olser  
dolserl@aol.com

Mayor’s Cup Regatta  
Lake Townsend Yacht Club  
Greensboro, NC  
June 3 and 4, 2006  
For more information contact Valerie Nieman  
336-908-3876 or visit http://www.laketowendasailing.org

2006 Flying Scot  
Mid West District Championships  
The Lake Monona Sailing Club  
Lake Monona - Madison, WI  
June 9 - 11, 2006  
For more information contact Mark Van Egeren  
608-224-0372(h)  
608-222-5658 (w) or visit www.lakemononasailing.org

2006 Michigan-Ontario Districts  
Stone Horse Yacht Club  
Richland, MI  
July 29 and 30, 2006  
For more information contact John Hubbard  
804-438-5122  
thrichardson@chesbank.com

Governor’s Cup Regatta  
Carolina Sailing Club  
Kerr Lake, NC  
June 17 and 18, 2006  
For more information contact Joe Price  
jprice400@yahoo.com  
919-363-2360

Greater New York District Championship  
Cedar Point Yacht Club  
Westport, CT  
Long Island Sound  
June 24 and 25, 2006  
For more information contact John Cooke  
203-792-7796  
jcooke@trianglepackage.com or visit www.cedarpointyc.org

New York Lakes District Championship and The Caledonian Willow Bank Yacht Club Cazenovia  
June 24 and 25, 2006  
For more information contact Peter Colman  
at 315-662-6667 or windmansion@aol.com

Capitol District Team Racing Event  
Fishing Bay Yacht Club  
June 25, 2006  
For more information contact John Hubbard  
hubbard@fidelitymgmtgroup.com

Edenton Bay Challenge  
Carolina Sailing Club  
Edenton, NC  
July 8 and 9, 2006  
For more information contact Joe Price  
jprice400@yahoo.com  
919-363-2360

2006 Michigan-Ontario Districts  
Gull Lake Yacht Club  
Richland, MI  
July 29 and 30, 2006  
Contact fleet captain  
Tom Lechota at tom.lechota@alticor.com or his work phone 616-787-3854 or the Gull Lake Country Club office: 269-629-9714.

Moriches Yacht Club  
Sprague Memorial Trophy  
Leg Two - Long Island Championship  
August 5, 2006  
For more information contact Ralph Coffill at 631-874-6825

North American Championship Regatta  
July 9 - 14, 2006  
Cornelian Yacht Club  
Marblehead, MA  
For further information contact Ned Steiger at EASTeiger@yahoo.com

Mid Summer Regatta  
West River Sailing Club  
Richland, MI  
July 15, 2006  
For more information contact Sandra Burford  
703-447-6021  
s_burford@comcast.net

Westhampton Yacht Squadron Regatta  
Leg one of the Long Island Championships  
Moriches Bay  
Remsenburg, NY  
July 15, 2006  
For further information contact Ed Sargan at 631-288-2089 or eddgann@aol.com

2006 Sandy Douglass Memorial Regatta  
July 29 & 30, 2006  
Deep Creek Yacht Club  
Deep Creek Lake, MD  
Contact Jim Munford at sammjamm@earthlink.net

2006 Michigan-Ontario Districts  
Gull Lake Yacht Club  
Richland, MI  
July 29 and 30, 2006  
For further information contact Mark Van Egeren  
804-363-7273  
hubbard@fidelitymgmtgroup.com

Capitol District Team Racing  
Rappahannock River Yacht Club Invitational Regatta  
Rappahannock River Yacht Club  
June 10 and 11, 2006  
For more information contact Tom Richardson  
804-438-5122  
thrichardson@chesbank.com

Summer Solstice Regatta  
Selby Bay Sailing Center  
June 17 and 18, 2006  
For more information contact Dave Gillingham  
410-295-7555 or captjm516@aol.com

50th Anniversary Invitational Regatta  
Berlin Yacht Club, North Benton, OH  
June 17 and 18, 2006  
For more information contact Steve Spackey  
216-371-2799; stevespackey@hotmail.com or visit www.berlinyachtclub.com

Douglass/Orr Invitational  
Sprite Island Yacht Club  
Norwalk, CT  
June 17 and 18, 2006  
For more information contact Jim Cummings  
203-259-7555 or captjm516@aol.com

Governor’s Cup Regatta  
Carolina Sailing Club  
Kerr Lake, NC  
June 17 and 18, 2006  
For more information contact Joe Price  
jprice400@yahoo.com  
919-363-2360

Greater New York District Championship  
Cedar Point Yacht Club  
Westport, CT  
Long Island Sound  
June 24 and 25, 2006  
For more information contact John Cooke  
203-792-7796  
jcooke@trianglepackage.com or visit www.cedarpointyc.org

New York Lakes District Championship and The Caledonian Willow Bank Yacht Club Cazenovia  
June 24 and 25, 2006  
For more information contact Peter Colman  
at 315-662-6667 or windmansion@aol.com

Capitol District Team Racing Event  
Fishing Bay Yacht Club  
June 25, 2006  
For more information contact John Hubbard  
hubbard@fidelitymgmtgroup.com

Edenton Bay Challenge  
Carolina Sailing Club  
Edenton, NC  
July 8 and 9, 2006  
For more information contact Joe Price  
jprice400@yahoo.com  
919-363-2360

2006 Michigan-Ontario Districts  
Gull Lake Yacht Club  
Richland, MI  
July 29 and 30, 2006  
Contact fleet captain  
Tom Lechota at tom.lechota@alticor.com or his work phone 616-787-3854 or the Gull Lake Country Club office: 269-629-9714.

Capitol District Team Racing  
Rappahannock River Yacht Club Invitational Regatta  
July 30, 2006  
For more information contact Tom Richardson  
804-438-5122  
thrichardson@chesbank.com

Moriches Yacht Club  
Sprague Memorial Trophy  
Leg Two - Long Island Championship  
August 5, 2006  
For more information contact Ralph Coffill at 631-874-6825

2006 New England District Championship  
Stone Horse Yacht Club  
Harwich, MA  
August 5, 2006  
For further information contact Ned Steiger at EASSteiger@yahoo.com

101st Annual Ephraim Regatta  
Ephraim Yacht Club  
Ephraim, WI  
August 5 and 6, 2006  
For more information contact Ryan Malmgren  
608-225-4287  
ryanmalm@yahoo.com or Jay Lott  
414-322-7880 joll@wi.rr.com or visit www.eyc.org

Flying Scot  
Eastern Women’s Regatta  
Deep Creek Lake, Deep Creek, MD  
August 5 and 6, 2006  
A week after the Sandy Douglass Invitational Regatta.

Virginia Governor’s Cup  
West River Sailing Club  
August 5 and 6, 2006  
For more information contact Rick Klein  
804-693-5629  
Kleinrk@aol.com

Hoop Pole Regatta  
Beaufort, NC  
August 12 and 13, 2006  
Check www.fssa.com for additional information.

The 20th Annual Fleet 161 Invitational Regatta at Saratoga Lake Sailing Club  
August 12-13, 2006  
Contact: Ann and Peter Seidman, pseidma1@nycap.rr.com  
518-877-8731

67th Annual Invitational One-design  
Fishing Bay Yacht Club  
August 12 and 13, 2006  
For more information contact John Hubbard  
804-363-7273  
hubbard@fidelitymgmtgroup.com

Flying Scot  
Canadian Championship  
August 19 & 20, 2006  
Stony Lake, Ontario  
Susie Hauth  
susanhauth@rogers.com

WRSC Annual  
West River Sailing Club  
September 2 and 3, 2006  
For more information contact Sandra Burford  
703-447-6021  
s_burford@comcast.net
Starting Line Calendar Of Monthly Events

2006 Crystal Ball Regatta
FS Fleet 41
Crystal Lake
Crystal, MI
September 9 and 10, 2006
For more information contact Fleet Captain Skip Schmidt at 906-643-7401

54th Harvest Moon Regatta
Atwood Yacht Club
Sherrods, OH
September 9 and 10, 2006
Check www.atwoodyc.com after June 1st. You may also contact Regatta Chairman Vice Commodore Jack Wyrie at jackwyrie@uschem.com or 906-643-7401

Capitol District Championship
Cave Run Sailing Association
For more information contact Sandra Burford 703-447-6021
s_burford@comcast.net

Atlantic Coast Championship & Carolinas District Championship
Edenton, NC
September 23 and 24, 2006
For more information contact Dave Batchelor at Sailordave@nc.r.com
919-467-3512

Michigan Hot Scot
Portage Yacht Club
Pinckney, MI
September 23 and 24, 2006
For more information contact Andy Ingall 734-475-8865 or aingall@hotmail.com

Pig Roast Regatta
CLSA, Cowan Lake near Wilmington, OH
September 23 and 24, 2006
For more information contact Bob Gallagher 513-794-0413
rgallagher2@cinci.rr.com

VISA Invitational
Virginia Inland Sailing Association
October 7 and 8, 2006
Check www.fssa.com for additional information

Florida District Championship Series
Michigan Hot Scot
Portage Yacht Club
Pinckney, MI
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

2nd Annual Capitol District Team Racing Event
Lake of the Woods
Lake of the Woods, VA
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

2nd Annual Capitol District Team Racing Event
Lake of the Woods
Lake of the Woods, VA
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

57th Annual Regatta
Massapag Yacht Club
Sharon, MA
September 9 and 10, 2006
For more information contact Diane Kampf, 508-234-8047, diane_kampf@charter.net

Michigan Hot Scot
Portage Yacht Club
Pinckney, MI
September 9 and 10, 2006
For more information contact Sandra Burford 703-447-6021
s_burford@comcast.net

Swiftly Sailing Fun Racing Event
Lake of the Woods
Lake of the Woods, VA
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

Scots on the Rocks
Lake Murray Sailing Club
Chapin, SC
September 9 and 10, 2006
For more information contact Tommy Weaver: tommyweaver@sc.r.com
803-735-0011

VISA Invitational
Virginia Inland Sailing Association
October 7 and 8, 2006
Check www.fssa.com for additional information

Atlantic Coast Championship & Carolinas District Championship
Edenton, NC
September 23 and 24, 2006
For more information contact Dave Batchelor at Sailordave@nc.r.com
919-467-3512

Hospice of the Upstate
Western Carolina Sailing Club
Anderson, SC
October 21 and 22, 2006
For more information contact Andy Ingall 734-475-8865 or aingall@hotmail.com

FS Fleet 160 Championship
Lake of the Woods
Lake of the Woods, VA
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

FS Fleet 160 Championship
Lake of the Woods
Lake of the Woods, VA
October 22, 2006
For more information contact Fox Coggin, foxcoggin@lowsc.org

57th Annual Regatta
Massapag Yacht Club
Sharon, MA
September 9 and 10, 2006
For more information contact Diane Kampf, 508-234-8047, diane_kampf@charter.net

Silver Piper National Championship
Deep Creek Yacht Racing Association
Deep Creek, MD
September 16 and 17, 2006
For more information contact Frank Meehan 301-387-3469

Pumpkin Patch Regatta
West River Sailing Club
October 14 and 15, 2006
For more information contact Sandra Burford 703-447-6021
s_burford@comcast.net

Hospice of the Upstate
Western Carolina Sailing Club
Anderson, SC
October 21 and 22, 2006
For more information contact John Kreidler: jakreidler@mindspring.com
864-228-0443

Florida District Championship Series
Michigan Hot Scot
Portage Yacht Club
Pinckney, MI
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

Low Country Regatta
Lake of the Woods
Lake of the Woods, VA
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

2nd Annual Capitol District Team Racing Event
Lake of the Woods
Lake of the Woods, VA
October 22, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

Silver Piper National Championship
Deep Creek Yacht Racing Association
Deep Creek, MD
September 16 and 17, 2006
For more information contact Frank Meehan 301-387-3469

Hospice of the Upstate
Western Carolina Sailing Club
Anderson, SC
October 21 and 22, 2006
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2nd Annual Capitol District Team Racing Event
Lake of the Woods
Lake of the Woods, VA
October 22, 2006
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hans.noordanus@lowsc.org

2nd Annual Capitol District Team Racing Event
Lake of the Woods
Lake of the Woods, VA
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

9th Annual FALL 48
Lake Norman Yacht Club
Mooresville, NC
November 5 and 6, 2006
For more information contact Larry Vitez, larryvitez@consolidatedadvisors.com

Florida District Championship Series
Michigan Hot Scot
Portage Yacht Club
Pinckney, MI
October 29, 2006
For more information contact Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

9th Annual FALL 48
Lake Norman Yacht Club
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November 5 and 6, 2006
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Florida District Championship Series
Michigan Hot Scot
Portage Yacht Club
Pinckney, MI
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Lake Norman Yacht Club
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November 5 and 6, 2006
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For the Latest Information about Regattas and Other Events, Visit the Online Calendar Listings of the Flying Scot® Sailing Association at www.fssa.com.
• 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.

Finally a Great One Design Sail Loft...

Gus Sails, Dominant in the Flying Scot® Class!

Gus Sails on 7 of top 9 boats at 2005 NAC

2005 MidWinter’s 1st Amateur & 2nd Overall: Fred/Fred Strammer
2005 MidWinter’s 1st Challenger: Dan Baird/Larry Taggart/Carrie Barger
  2004 NAC’s 3 of top 5 Overall: Draheim/Neff/Carpenter
  2004 & 2003 Wife/Husband 1st: Natalie & Scott Mauney
2004 Junior NAC’s Fred Strammer
2004 - 2005 Florida Circuit 1st: Fred/Fred Strammer
2003 & 2002 NAC’s 1st Overall
… and more!

Gus Sails was glad to be on board.
One shirt is included for each competitor, and meals and lodging are provided.

Registration fees must be paid by June 11, 2006.

FSSA Constitution and By-laws. Reminder: FSSA dues and Club Boat registration fees must be paid by June 11, 2006.

The North American Championship (NAC) is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Championship and Challenger Divisions will be determined by a three race qualifying series followed by a five race Championship/Challenger event as described and conducted in accordance with FSSA Constitution and By-laws. Reminder: FSSA dues and Club Boat registration fees must be paid by June 11, 2006.

a. Junior Championship: The Skipper must be seventeen (17) or under, and not turn eighteen (18) during the year of competition. The crew must meet the same age requirements as that of the Skipper, or must be members of the Skipper’s immediate family (father, mother, grandparents, brothers and sisters). Junior Championship skipper must be Active, Life, Club, Family, or Junior member. At least five boats must be registered in the Junior Championship by June 25, 2006 for this championship to be held.

b. Women’s Championship: All skippers shall be female and have Active, Life, Family, or Club membership status. All crew must be female. At least five boats must be registered in the Women’s Championship by June 25, 2006 for this championship to be held.

c. Master’s Trophy: The skipper shall be age 55 or older, and an Active, Life, Club, Family, or Club member. Skippers shall declare age status prior to close of registration.

d. Senior’s Championship: The age of the skipper plus one crew must be at least 120 years, and the skipper must be an Active, Life, Club, or Family member. Skippers shall declare eligibility prior to close of registration.

4. Pre-registration may be by mail using the form in Scots N Waters, or may be at the regatta site beginning Sunday July 9, 2006 from 0800 to 1700, or on line at www.fssa.com. Registration for the Junior and Women’s Championships must be completed on July 9, 2006 by 1200. Registration for all other divisions should be completed by 1800 on July 9, 2006, unless other arrangements have been made with the registration committee. Sailing Instructions will be available to registrants at the completion of registration.

5. Measurement: Sails may be selectively measured, and boats may be selectively weighed. All boats will be checked for required safety equipment, including optional VHF radios (see below) to be sure they are in working order. Other measurements may be made at the discretion of the Measurement Committee. Club boats and sails will be measured completely. Measurement location may be 2 miles from the launch site. Masts should not be stepped until arrival at the launching site.

6. Fees:

<table>
<thead>
<tr>
<th></th>
<th>USSA Member</th>
<th>Non-USSA Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>FS NAC</td>
<td>$145</td>
<td>$155</td>
</tr>
<tr>
<td>Women’s</td>
<td>$25</td>
<td>$35</td>
</tr>
<tr>
<td>Junior</td>
<td>$25</td>
<td>$25</td>
</tr>
</tbody>
</table>

Late Registration: Entries postmarked after June 18, 2006

<table>
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<tr>
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</tr>
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<tr>
<td>FS NAC</td>
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</tr>
<tr>
<td>Women’s</td>
<td>$35</td>
<td>$45</td>
</tr>
<tr>
<td>Junior</td>
<td>$35</td>
<td>$35</td>
</tr>
</tbody>
</table>

One shirt is included for each competitor, and meals and lodging are extra. Several meals are planned.

(Please see registration form for further details)

7. Schedule:

a. Women’s and Juniors Championship: Sunday July 9, 2006. The first Warning signal is scheduled for 1300. There are three scheduled races of which one completed race will constitute a series.

b. NAC Qualifying Series: On July 10 & 11, 2006, the Warning Signal for the first race of each day is scheduled for 1100. Three races are scheduled. Depending upon conditions, the schedule is subject to change.

c. Championship, Challenger, and Seniors Series: Racing will be Wednesday through Friday with maximum of five races. The time of the first Warning Signal each day is scheduled for 1100. Two races are scheduled for Wednesday and Thursday, and one race is scheduled for Friday. Depending upon conditions, the schedule is subject to change. No Warning Signal will be made after 1300 on Friday.

8. Courses to be Sailed: Courses will be designated in the Sailing Instructions. Courses to be sailed are illustrated in the Racing Rules of Sailing on Pages 117-119. For those unfamiliar with the, “Trap,” instructional information will be available at the Skippers Meeting.

9. VHF Radios: Marblehead Racing Association (MRA) Emergency Response Plan requires that an operating VHF hand held radio be carried on each boat. FSSA class rules prohibit communication on the VHF during racing, except for an emergency. It is strongly recommended to all who attend that a hand held VHF be taken aboard while on the waters in the Marblehead area. Conditions of coastal waters around Marblehead with current, tides, water temperatures, adverse wind and sea changes associated with frontal passages, fog, and the like, can present a challenge for all sailors experience aside, if the boat is not equipped with auxiliary power. A friendly voice on the other end of a VHF hand held radio can give a high measure of comfort if assistance is needed in the event of such adverse weather conditions, injury and/or equipment malfunction. The radios are not to be used while racing, i.e. from the Preparatory Signal until after finishing, except for a vessel or person in danger. A person in the water is always considered to be in danger. FSSA policy is that it is each participant’s responsibility to decide whether or not to carry a VHF on board.

10. Wet Sailing: After each boat has been initially launched, it cannot be pulled from the water except for an emergency. Extra lines and fenders are recommended for rafting together on available moorings. Launch drivers are hailed via VHF.

11. Lodging and other local activities:

a. Corinthian Yacht Club; on-site; water views; Contact Dave Titus at: DTitus@Corinthianyc.org or 781-631-0005;

b. All Bed and Breakfasts in Marblehead; Contact Martha Coles at Tuscanino B & B: Tuscanino@aol.com or 781-631-2865

c. Salem State College (budget accommodations; 4.3 miles from CYC); Contact Jason Marshall: Jason.Marshall@Salemstate.edu or 978-542-6416

d. Camping Grounds at Winter Island (6.6 miles from CYC); Contact Charlie Arnold: Winterislandcove.com or 978-745-9430

e. Marblehead Chamber of Commerce; 781-631-2868

f. Salem Chamber of Commerce: 978-745-3855
REGISTRATION FORM  
FLYING SCOT®  
NORTH AMERICAN CHAMPIONSHIP  
July 9 - July 14, 2006 • Corinthian Yacht Club • Marblehead, Massachusetts

| Skipper: ___________________________ | Age: ___ Male? ___ Female? ___ |
| Crew: ___________________________ | Age: ___ Male? ___ Female? ___ |
| Crew: ___________________________ | Age: ___ Male? ___ Female? ___ |
| Skipper’s Address: ___________________________ |
| Home phone: ___________________________ | Cell phone: ___________________________ |
| E-mail Address: ___________________________ |
| Emergency Contact: ___________________________ |
| Emergency Contact Phone: ___________________________ |
| Sail No: ___________________________ | US Sailing (USSA) Member #: ___________________________ |
| FSSA Fleet #: ___________________________ | Home Club: ___________________________ |
| Distance traveled with boat in tow: ___________________________ |

Please note that Registration and Measuring will take place at Marblehead High School, 2 Humphrey St., Marblehead, Mass. 01945. Registration and Measuring hours are 0800 to 1700 on Sunday, July 9, 2006.

Please check all that apply:
- Club Boat
- Chartered Boat
- Borrowed Boat (Jr. Only)
- First time NAC participant
- Junior Championship
- Women’s Championship
- Masters (skipper 55+)
- Seniors (Skipper + 1 Crew = 120 years)
- Senior Sailing in Qualifying Series
- Husband and Wife on board with one as skipper
- Father and Son on board with one as the skipper
- All on board are members of one family, and at least one female is included

Fees:

<table>
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<tr>
<th>Registration:</th>
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<th>Non-USSA Member</th>
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<tr>
<td>Women's/Junior</td>
<td>$25</td>
<td>$35</td>
</tr>
</tbody>
</table>

Late Registration: Entries postmarked after June 18, 2006

| PS NAC        | $170        | $180            |
| Women's/Junior | $35        | $45             |

T-Shirts: (indicate number by size - one per competitor is included in the registration fee)

S___ M___ L___ XL___ XXL___

Addition T-shirts will be available at registration for purchase.

Meals: (Children under 8 are free)

| Monday Evening Welcome Dinner | No. of adults | @ $11 | = | $_____ |
|-------------------------------|---------------|-------|---|_________|
| (Beer keg or soft drinks at no additional charge) | No of children (aged 8-14) | @ $5 | = | $_____ |

| Wednesday Evening Annual Meeting Dinner | No. of adults | @ $32 | = | $_____ |
|------------------------------------------|---------------|-------|---|_________|
| (Cash bar) | No of children (aged 8-14) | @ $15 | = | $_____ |

| Friday Late Lunch Buffet (prior to trophies) | No. of adults | @ $20 | = | $_____ |
| (Beer keg or soft drinks at no additional charge) | No of children (aged 8-14) | @ $10 | = | $_____ |

Total Fees: make checks payable to the “FS 2006 NAC”  
Total Fees Enclosed: $_____

Mail payment to: Diane Kampf, P.O. # 9, Linwood, Mass. 01525

Coffee and doughnuts will also be provided each morning by one of our sponsors

I agree to be bound by the “Racing Rules of Sailing” and by all other rules that govern this event:

(signed) ___________________________ Date ____________

18 SCOTS n WATER | VOLUME 50 | NUMBER 3 | 2006
Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

<table>
<thead>
<tr>
<th>Sailors’ Tailor</th>
<th>Competitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typically lasting 7-10 years</td>
<td>Industry norm is 5 years</td>
</tr>
<tr>
<td>PTFE Teflon thread at NO UPCHARGE</td>
<td>Chemically stripped polyester thread lasts 2-3 years</td>
</tr>
<tr>
<td>Unique waterproof Vinyl like double-coated Poly Army Duck</td>
<td>Uncoated, or laminated fabric that delaminates &amp; leaks</td>
</tr>
<tr>
<td>Flat-Felled seams double stitched through 4 layers</td>
<td>Single or chain stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Double-folded hems stitched through 3 layers</td>
<td>Turned-up hems stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Ample reinforcing over all stress points</td>
<td>Little or no reinforcing over wear spots</td>
</tr>
<tr>
<td>Stand-up flaps that snap around stays</td>
<td>Gaping cut-outs or velcro closures that are shot in a year</td>
</tr>
<tr>
<td>5/16” elastic shock cord in the hem AND tie downs</td>
<td>You secure somehow</td>
</tr>
<tr>
<td>Supplied hardware</td>
<td>A trip to the hardware store</td>
</tr>
</tbody>
</table>

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1 (800) 800-6050
Or Call for the FREE Sailor’s Pack! It includes:
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FREE Diagram of what correct seams and hems look like.

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“Mooring” without skirt, Trailing-Mooring, Mast, T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

Comprehensive Website www.sailorstailor.com

The Sailors’ Tailor, Inc.
Tel. 1-800-800-6050
1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370
came from junior regattas and even though we might not have finished all that well, the club had a big party banner for us that was obvious that they were truly behind us all. You can imagine what that did for our enthusiasm.

It was very interesting that through this time when we were first getting into serious racing, my dad was very careful about crewing for us. Of course, he was always available if we asked, but he never pushed himself on us, because again, he wanted us to learn for ourselves. He was always available to answer any questions we had, or to do a little coaching but again, never played the “little league coach”. He never once let us feel pressured, or more important ever let us feel that he was disappointed in how we did in racing. Of course, that's still the key no matter what level of talent you are in sailing, it's got to be fun.

As Matt and I “matured” and became involved with college sailing (that’s why you go to school, right?), my parent’s support of our sailing continued. It seemed like they went to more regattas than we did! They rarely missed the chance to show their support.

Of course, now the most enjoyable time for our entire family is still sailing. We still hit the regattas together, only now there’s three boats and grandchildren. To this day I think the thing that impresses me the most about the way my father really got my brother and I charged up about the sport was giving up sailing himself and putting 100% into our careers. He was, and still is, an excellent sailor himself and its not unusual for him to whip Matt and I soundly when we race today.

I’m sure for kids to excel they need to have the support of their family. There’s obviously a fine edge between providing support and pushing a kid to the point where he “burns out”. For us, that made all the difference in the world. Sailing was always fun no matter how well we did in racing. Of course, that's still the key no matter what level of talent you are in sailing, it’s got to be fun.

**Editor:** Greg and Charlotte were joined by Martha and “Dolly” at the Glow in the Dark for the weekend series. A long nap under the seat during the first race provided Martha plenty of energy to help Charlotte helm the second race. Thinking about this, it made a lot of sense to have Martha help steer, something which she could more easily understand. It also put Greg in the position of sail trimmer, which takes lots of concentration in light shifty air where you constantly have to change gears with the sails.

---

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- Flat covers also available

**Options**
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- Drawstring/shockcord in hem
- Sail # installation
- Custom multi-color panels/trim

**Prices**

<table>
<thead>
<tr>
<th>Cover Type</th>
<th>white</th>
<th>blue</th>
<th>other</th>
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<tr>
<td>6” skirt</td>
<td>$414</td>
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<td>$443</td>
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<tr>
<td>Full-sided</td>
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<td>$548</td>
<td>$575</td>
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**Rooke Sails**

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Memphis, TN 38111
(901)744-8500
www.rookesails.com

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**Feature**

*Continued From Page 7*
### NEW MEMBERS

Of The Flying Scot® Sailing Association

Sorted By District, Fleet and Last Name

<table>
<thead>
<tr>
<th>CAPITOL DISTRICT</th>
<th>FS 5665/ Fleet # 0/ District 4</th>
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<tbody>
<tr>
<td></td>
<td>David Hess</td>
</tr>
<tr>
<td></td>
<td>744 Oak Street</td>
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<td></td>
<td>Tyrone PA 16686</td>
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<table>
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<tr>
<th>FS 1313/ Fleet # 0/ District 4</th>
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<tbody>
<tr>
<td>Ted Kemp</td>
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<tr>
<td>2531 Turkey Neck Road</td>
</tr>
<tr>
<td>Swanton MD 21561</td>
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<table>
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<tr>
<th>FS D293/ Fleet # 0/ District 4</th>
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<tbody>
<tr>
<td>Lin McCarthy</td>
</tr>
<tr>
<td>17 Southhall Landings</td>
</tr>
<tr>
<td>Hampton VA 23664-1766</td>
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<tr>
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<tbody>
<tr>
<td>Clark Meader</td>
</tr>
<tr>
<td>PO Box 138</td>
</tr>
<tr>
<td>Goochland PA 23063</td>
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<th>FS D295/ Fleet # 0/ District 4</th>
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<tbody>
<tr>
<td>Greg Schutt</td>
</tr>
<tr>
<td>109 Margate Road</td>
</tr>
<tr>
<td>Lutherville MD 21093</td>
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<th>FS 3551/ Fleet # 0/ District 4</th>
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<tbody>
<tr>
<td>David Stadler</td>
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<tr>
<td>64 Curley Mill Road</td>
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<tr>
<td>Chalfont PA 13814</td>
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<th>FS 0641/ Fleet # 6/ District 4</th>
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<tr>
<td>Spencer Deakin</td>
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<tr>
<td>230 Shaw Street</td>
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<tr>
<td>Frostburg MD 21532</td>
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<th>FS 3730/ Fleet # 42/ District 4</th>
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<tr>
<td>Jason Hair</td>
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<tr>
<td>1739 D Street SE</td>
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<tr>
<td>Washington DC 20003</td>
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<th>FS 4516/ Fleet # 163/ District 4</th>
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<tr>
<td>Robert Wilkinson</td>
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<tr>
<td>103 St. Andrews Way</td>
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<tr>
<td>Blue Bell PA 19422</td>
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<tr>
<th>CAROLINA DISTRICT</th>
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<tr>
<td>FS D294/ Fleet # 0/ District 8</td>
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<tr>
<td>Dan Colley</td>
</tr>
<tr>
<td>PO Box 4166</td>
</tr>
<tr>
<td>Martinsville VA 24115</td>
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</table>

| FS 1007/ Fleet # 7/ District 12 |
| William Dabney        |
| 63 Indian Field Road  |
| Greenwich CT 06830    |

| FS 5245/ Fleet # 0/ District 16 |
| Charles Clack           |
| 426 Walls Way           |
| Osprey FL 35229         |

| FS 5291/ Fleet # 0/ District 16 |
| David Sample             |
| 7911 Westwood Ave.      |
| Little Rock AR 72204    |

| FS 1724/ Fleet # 122/ District 16 |
| Kate Althoff             |
| 3 Longtree Court         |
| Little Rock AR 72223    |

| FS 296/ Fleet # 133/ District 16 |
| Vai Nguyen                |
| 315 Maranes Circle        |
| Maumelle AR 72113        |

<table>
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<tr>
<th>MIDWESTERN DISTRICT</th>
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<tr>
<td>FS 5631/ Fleet # 0/ District 24</td>
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<tr>
<td>Rod Bussell</td>
</tr>
<tr>
<td>12 Tall Oaks Lane</td>
</tr>
<tr>
<td>Decatur IL 62521</td>
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</table>

| FS 5679/ Fleet # 0/ District 24 |
| Robert W. Smith          |
| 2 Montgomery Place       |
| Decatur IL 62522         |

| FS 3683/ Fleet # 135/ District 24 |
| Benjamin Williams        |
| 409 W. California Ave.   |
| Urbana IL 61801          |

| FS 0958/ Fleet # 0/ District 28 |
| Jon Lemieux                 |
| 29 Bayridge Lane           |
| Duxbury MA 02332           |

| FS 5222/ Fleet # 150/ District 29 |
| Charles “Sam” Montondo      |
| 6098 Highland Ave.          |
| Williamson NY 14589         |

| FS 1878/ Fleet # 161/ District 29 |
| Robert & Susan Hayes        |
| 6 Burton Drive              |
| Ballston Lake NY 12019      |

<table>
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<tr>
<td>FS 5680/ Fleet # 0/ District 32</td>
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<tr>
<td>Charlie Armitage</td>
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<tr>
<td>577 Markle Road</td>
</tr>
<tr>
<td>Leechburg PA 15656</td>
</tr>
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| FS 2931/ Fleet # 0/ District 32 |
| John Carney                 |
| 1368 Haybrook Drive         |
| Gahanna OH 43230            |

| FS 1750/ Fleet # 45/ District 40 |
| Randy Rohrbeck              |
| 5217 NW Bluff Drive          |
| Parkville MO 64152           |

| FS 4493/ Fleet # 0/ District 41 |
| Clint C. Blackman, III        |
| 9152 Villa Park Cirle         |
| Dallas TX 75225               |

| FS 5700/ Fleet # 0/ District 41 |
| William McVey                 |
| 29623 Terra Vista             |
| Fair Oaks Ranch TX 78015      |

| FS 5715/ Fleet # 0/ District 41 |
| Trevor Fetter                 |
| 3821 Beverly Drive             |
| Dallas TX 75205                |

| FS 5696/ Fleet # 0/ District 43 |
| William Merlin Jr.             |
| 3315 Lykes Ave.                |
| Tampa FL 33609                 |

| FS 4784/ Fleet # 0/ District 43 |
| Francis Thompson               |
| 13357 Queen Palm Run North     |
| Fort Myers FL 33903            |

| FS 5339/ Fleet # 0/ District 43 |
| Christopher Erichsen          |
| 6048 Perthshire Lane           |
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