

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 52 NUMBER 1 2008

**Learning How To RACE
AT LAKE ARTHUR**

**GREAT Sailing
Gadgets**

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Ben my Chree**

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ESSAY**

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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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The Email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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From The President

by Barbara Griffin, FS 2259



Fellow sailors,

A new year—with all that it brings! More sailing, more racing, and more fellowship among like-minded individuals. Perhaps a few new boats as holiday gifts? It's an exciting time.

We have planned a lot for 2008. We start with the Midwinters in St. Petersburg in March. Adding more races and the Top Gun School, with the latest updates in racing, will greatly enhance the regatta. Next on the calendar, in June, is the Wife-Husband Championship at Lake Hefner, near Oklahoma City. For all those east of the Mississippi, it will be a wonderful opportunity to see a different area of the country. It's also an opportune time for many of you couples who don't race regularly to join us on the water for a really fun sailing event. There will be two fleets, to accommodate all levels of competition. Having just celebrated 50 years of the Flying Scot, we will then celebrate 50 years of the National Championship Regatta, at Tom's River, New Jersey, in July. Expect Don Hott to show up as he has for the previous 49! Other sanctioned regattas to follow. More in the next letter.

Last November, I attended the weekend US Sailing One-Design Symposium in

Columbus, Ohio. It was a very successful event, with 131 participants representing 45 classes—out of 141 nationwide—of one-design sailboats. It was very informative, covering topics that included media in sailing, insurance, skin cancer, boat measuring, safety, women's involvement in the sport, sportsmanship, and sail-fast techniques, all led by extremely qualified and well-known figures in the sport of sailing. The Flying Scot is the third largest of the one-designs. The message here is that we have done very well in promoting our class, but we all need to continue to participate to keep that momentum going!

A highlight for me was the presentation of the annual US Sailing One-Design awards. Fishing Bay Yacht Club, Deltaville, Virginia, nominated by the FSSA for hosting our NAC in July 2007, won the One-Design Regatta Award. Criteria for this award are "to recognize excellence in development, promotion and management by the organizers and sponsors of the year's outstanding multi-fleet regional regatta. A club must have gone to extraordinary efforts and attained measurable results that show that they have significantly

grown the sport." Fishing Bay excelled in all categories. They won out over 11 other applicants! Commodore Ric Bauer and vice-commodore (and event chair) Noel Clinard were present to accept this highly coveted award.

A second very prestigious award, the One-Design Service Award, went to Greg Fisher, a long-time and loyal Flying Scot sailor, for "distinguished service and exceptional dedication in the promotion of one-design sailing and class organization."

Both of these awards were well deserved! Congratulations on jobs well done!!

A brilliant suggestion for a winter diversion! Grab a cup of something and sit down and visit our very complete and extensive website, www.fssa.com, with information covering all aspects of sailing, racing, and upcoming events for the class, thanks to Hank Sykes, our web editor, and Courtney Waldrup, our executive secretary. Our postings are up to date and incorporate all that you need to know about the boat we love to sail!

Best wishes to all for good sailing in 2008! 🚢

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

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Sailing – An Essay

by Adam Riefenhauser

Have you ever been sailing? I have, in fact I race sailboats with my dad. A sailboat uses the wind to propel it, rather than an engine. The thing I like about sailboat racing is that it takes skill and experience to do. Sailing isn't all as easy as it looks, you have to know the parts of the boat and their uses, sailing terms and what they mean, points of sail, and about race courses.

There are many different parts to a sailboat, I'll be telling you about the ones on the kind of boat that I race, a Flying Scot. First of all there is the tiller, or rudder, this is what you use to steer the boat. It's kind of like riding a bicycle one handed, but in reverse! Next is the mast. The mast is like a big pole that is in the middle of the boat. It is attached to the two sails, and is basically like the control center of the boat. The boom is a long metal pole attached to the mast. Whenever you turn, in a different direction, the boom flies to the opposite direction. As you can see, it didn't get its name for nothing. The biggest sail on the boat is called the main sail. It is attached to the mast and the boom. Whenever the boat catches a gust of wind, it goes on an angle. I can tell you, when you start sailing, this is pretty nerve-wracking. Anyway, letting the main sheet out will level the boat again. Another sail on a Flying Scot is called the jib. On a Scot, there are usually a captain and crew. The crew usually handles the jib while the captain handles the mainsheet. The jib is located in the front of the boat, and is attached to two sheets because when you tack, you grab the sheet on the opposite side. Since I have only been sailing for about 3 years, and my dad has about ten times that, I am his crew (for now) so the jib is usually my responsibility. The third and final sail is called the spinnaker. This sail is only used when you are going in the same direction of the wind. To raise the spinnaker you have to get up on the deck with a long pole, which you attach to a few lines, and then you pull a line attached to the sail as fast as you can to put it up. Another part of a Flying Scot

is called the centerboard. The centerboard goes in the middle of the boat and part of it goes in the water. The centerboard is an essential part of a boat because without it, the boat would flip over faster than a blink of an eye. Sometimes when you're sailing in shallower water, or there are big rocks underneath, you have to bring the centerboard up to avoid damaging the boat. One part of the boat that you use during races on the ocean is the compass. Most compasses on a Flying Scot also have a clock that is used at the start of the race for the countdown, and they are also used to find different marks on the racecourse. That's about all of the parts on a Flying Scot.

On a Sailboat, there are different words for things. For example, the left side of the boat is called the port, and the right side, starboard. When two boats are very close to each other and one of them is going to collide with the other you may hear them yell one of those words, depending on which side the boat is headed to hit. When turning on the boat, while going upwind it is called tacking. Jibing is the word for turning while going downwind. When my dad and I race, sometimes he forgets to tell me that he is going to turn, so I have to always be on my toes. When you lean out on the side of a boat, sailors refer to that as hiking. There are also substitutes for words on a boat, like instead of a rope; sailors refer to rope as a line or sheet. Also, instead of saying centerboard, the captain just calls it the board. When the captain wants the line pulled in he says trim, and if he wants it let out he says ease. If the captain wants to fly the spinnaker he says, "take the helm" which means to take the rudder and mainsheet. Sometimes you get confused with all these terms, but after a while you get used to it.

Since you use the wind to propel a sailboat, there are different angles to catch the wind. These points of sail are used by sailors everywhere, which helps them go as fast as they possibly can. These vary in direction, depending on where the wind is blowing. Let's pretend that the wind is coming from the North this time. When you are sailing with the wind (going

South), it is called going downwind. Going downwind is my favorite part of sailing, because when you go downwind, you go really fast, and you also get to throw the spinnaker. When sailing downwind, you let the sails out to capture the most wind. If you are sailing right towards the wind, (going north) the boat doesn't go anywhere, this is called irons. When you sail on a small lake, sometimes the wind shifts, and where the wind might be strong at one time, you may be caught in irons seconds later. Because of this, when heading upwind, you have to sail in a zig-zag pattern in order to stay out of irons. When you are sailing east or west, the boat can go really fast. In order to go really fast when you are like this, you pull in the sails all the way. These are the essentials when you race sailboats.

My favorite type of sailing is racing, because it is exciting, and gets to be a competitive sport. When you go to a regatta, (a competition for a weekend) the sponsors usually give you a chart of the lake, which has the depth and obstacles on the water marked on it. It also has marks that show where the race buoys are, which are marked with letters. When you are on the water, waiting for a race to start, the race committee boat has these letters in different orders to show the course for that race. There are also two basic courses commonly used everywhere. One of them is called a windward leeward. In a windward leeward, you head upwind and round the mark, and then head back downwind and round the mark. You repeat this process two times and finish heading upwind. The other well-known racecourse is called an Olympic. In this course, you go around a series of marks that are in the shape of a triangle. After you complete the triangle, you head up to the first mark in the triangle, round it and head back to the finish. These courses are more often used on lakes than in the oceans, because in most lakes, you cannot permanently set up marks. I sail on Long Island Sound, off of Cedar Point Yacht Club, because I enjoy sailing the wide variety of races that they

Continued On Page 10

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1st Place Jeff & Amy Linton

2007 WIFE-HUSBAND

1st Place Jeff & Amy Linton

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Great Sailing Gadgets on the Cheap

Chris Czapleski, FS 3883

Sailing is an expensive sport. Every season we seem to be buying new sails, changing blocks, replacing stays and lines, buying a new cover, or just adding a new go-fast. This habit goes against my thrifty nature. So while my husband, Tom Hohler, looks for ways to spend money, I look for ways to get more bang for my buck.

My first foray into cheap solutions came when I saw our friends at Moraine Sailing Club, Kathy Kennedy and Greg Madzelonka, using their son Thad's hippity-hop for a bumper. "What a great idea," I exclaimed; "I wonder if we have one around our house." Well, as it turned out, we needed to make a trip to the local toy store to purchase one for around ten dollars. I could just as easily have gone to West Marine and spent \$45. You do the math.

I was now on a mission. I wanted to collect the best innovations that I could find to make my life on the boat better, but on the cheap.

Since we have gotten into traveling quite a bit in the last couple of years, we have encountered quite a few novel solutions to some big problems. Tom arrived at Lake Norman for the Great 48 only to discover that our masthead wind indicator was broken. Not to worry; innovation to the rescue. Our daughter, Andrea, who had been crewing for Sandy Eustis at Cowan Lake, introduced her dad to Sandy's prized wind antlers. Take a coat hanger, cut it in the center, bend out the antlers, attach audio tape, and mount them on the top of the mast. These are not only better than the traditional red-plastic-arrow wind indicator; they work wonders in light air.

Don't drop the crank! We are always worried about losing that all-important piece of equipment—the crank. Last year at the NACs, the fellow in the boat

next to us had the perfect solution. He pushed his crank into one of those sponge rubber floatable key rings. Now, no matter where the crank might be dropped, it will float.

The next little cheap hint is one that I, myself, take credit for. I am always having difficulty tripping on my spinnaker pole in the bottom of the boat. Though people have all kinds of solutions, what I did to solve this problem was to duct tape (the solution for many problems) a 1-in. by 1-in. by 4-in. block of wood to the edge of the lip on the bottom of the boat under the seat. When I throw the pole under the seat, it stays there out of the way but is easy to grab on the next lap of the course.

The last—and my personal favorite—is for ladies only. This comes from a woman from Cave Run, Kentucky, whose name is Prince. We met Prince somewhere on the Ohio circuit, and she shared with me a wonderful idea. Long days on the water necessitate using a bucket between races. This is easy for guys, but I have found it cumbersome. The solution is an oblong Kraft mayonnaise jar. The oblong shape is ideal to slip under your shorts without having to drop your drawers. Thank you, Prince.

My goal was to find the top ten best cheap gadgets to make life racing a Flying Scot sweeter. I have gathered five. Send me your ideas so that we can make a top-ten list and share it with the rest of the fleets. ▲



Hippity-Hop



Wind Antlers



Crank Float

Ben my Chree – The Early Years

by Dave Lonsdale, FS 3907

This is the story of a great memory in my life that I would like to share with my Flying Scot friends. I sail out of Hoover Sailing Club and own FS 3907. I had the great pleasure of meeting Charles and Sarah Buffington at our regatta in Westerville, Ohio. I was talking to the Buffingtons about the early sailing days and about how I got into sailing. My father, Derrick Lonsdale, sailed out of Edgewater Yacht Club as crew for Dr. Thomas Meany. Dr. Meany was the president of the association in 1967. My dad decided to buy his own boat and found his dream boat outside Cleveland, Ohio, in FS 7. The year was 1962 or 1963, and the owner was Charlie Taft. One day Tom called my dad to let him know where he could buy a main for his boat. One of Dad's colleagues had a main that Dad might be able to purchase. The colleague gave the main to my dad with the sail number 24 on it. Dad changed the number to 7 and sailed with it for years. The sail was unusually flat and was tied at the end of the boom with a pigtail, so the foot could not be adjusted during a race. With that sail, my parents won the Ohio Districts sometime in the mid-1960s. Their proudest trophy still is the shell casing from the gun on the committee boat that fired their first place in the second race in the series.

My dad has many fond memories from his sailing days. One of his fondest memories is of a regatta in Port Clinton when my dad had a protest against "Creck" Stewart—but forgot to lodge the protest until after the time restriction had lapsed. A few days later he received a letter that Creck had sent to the race committee. It stated that Creck had looked up the rules when he got home and that FS 7 was correct in protesting the event. He had returned his trophy and requested that it be passed on to the next in line. After that, my dad always made sure that he shook Creck's hand when they met at regattas. They became good friends.

My mother's original home was the Isle of Man, a small island in the Irish Sea between England and Ireland. It has its own language (one of the Gaelic languages), its own government, and its own laws. So the name given to FS 7 was *Ben my Chree*, which means "girl of my heart" in the Manx language.

Sandy and Mary Douglass became friends of my parents, and Sandy was quite anxious to get FS 7 back to Deep Creek. It was built by Eric Ammann in Cleveland before the migration to Oakland. Sandy wanted to have some of his early boats sailing on Deep Creek to provide tacit evidence that the sturdy boat could be competitive at any age. On one memorable occasion, my parents were sailing *Ben my Chree* at the Deep

Creek regatta and were in second place behind Sandy. Sandy took a most unusual tack for "inexplicable" reasons and #7 took first place in that race. Then one day, Sandy called my dad and offered a price for *Ben my Chree* that Dad could not ignore and offered him a new boat. Dad could pick out any color or combination he wanted in a new boat. So my parents became proud owners of FS 2107 and sailed the boat for many years. Oh, yes, there was one stipulation—that the new boat or boats would have the number 7 on the sail. After sailing #2107 and selling that boat, my dad purchased FS 3907. I now own 3907 in Columbus, Ohio, at Hoover Sailing Club.

My gift to my parents this year was to meet them at Deep Creek Regatta. With the help of the Buffingtons, I was able to get in touch with Susie and Roger Crawford, the present owners of *Ben my Chree*. I met my parents in Oakland for dinner, and then we went to Turkey Neck Yacht Club to meet the Crawfords and to arrange my dad's sail in #7 the next day. We were greeted with open arms by the Crawfords. We made arrangements to meet the next day at the club where they would take my parents on a journey they will never forget. The time finally came for the ride on #7. Saturday was a great day with a lot of sun but very light air. Roger picked up my parents and

Continued On Next Page



Roger and Susie Crawford -
Present Owners

Megon, Derrick (former owner) and
David Lonsdale

took them over to their house where the boat was moored. My dad took *Ben my Chree* with Susie and Roger aboard the boat and sailed out into the bay area. I was waiting at the club to see if we were going to race that day or not. According to my daughter and friends, I was such a mess waiting on the decision to race that we finally decided to find the Crawfords home by ourselves. We had some adventures in finding the house, but we finally did. The boat was heading into the final stages when we arrived, so we could see my dad's big smile. We met the crew at the dock where we could take pictures of #7 and the present owners and one of the former owners. It was one great day that we will not forget for a very long time.

One last tidbit of coincidence is worth telling. On Saturday, the tables at the club were decorated with a bowl of water in which were floating sailboat models. All the boats on each table were numbered for the boats that had registered for the regatta. My parents, my daughter, and I chose a table at random and sat down. To our delight and surprise, one of the little boats in the bowl had the number 3907 on it. It was obvious that we were meant to be at the Turkey Neck 2007 regatta. The gracious friendliness of everyone we met was a great delight, and we felt that this little bit of history should be shared in *Scots n' Water*.

As my daughter Megan starts sailing with me, we can start building our own fond memories. What a great tradition has been indelibly stamped on the art and science of small boat sailing. I want to thank my parents for letting me carry on the great family tradition of sailing in the Flying Scot. I also would like to thank the Buffingtons for arranging this great weekend. A big "thank you" to Susie and Roger Crawford for letting my parents enjoy a sail on a great boat. It was a weekend that we will not forget for a long time. We all thank Sandy, Eric, and Harry. The tradition is continuing, and we owe them a debt of gratitude. 🚤



ESSAY *Continued From Page 5*

have there, and my dad and I like sailing in Long Island Sound. Racing sailboats is a lot of work, but also a lot of fun.

As you can see, sailing requires that you know the parts of a boat and their uses, sailing terms and what they mean, points

of sail, and about racing. Sailing is not a very common sport, but it's really cool to be able to tell people that you can sail a boat. I like sailing because it requires skill to do, and because I get to hang out my dad. Sailing is hard to learn, but once you

get the hang of it, it's a lot of fun. 🚤

Editor's Note:

Adam wrote this essay for a school assignment in his 8th-grade English class.

2008 FLYING SCOT® WIFE/HUSBAND CHAMPIONSHIP

June 6-8, 2008 • Oklahoma City Boat Club • Oklahoma City, Oklahoma

NOTICE OF RACE

1. **Rules:** This regatta will be governed by the *rules* as defined by the current edition of the *Racing Rules of Sailing (RRS)*. This is a category A event.
2. **Eligibility: Wife/Husband Championship.** The crew shall consist only of a skipper and his/her spouse; the helmsman may be switched during the series as best suits each crew. Either spouse may be the required Active, Life, Club, or Family Member.
3. **Registration** may be by mail using the Registration Form that can be downloaded from the FSSA website, is published in *Scots n' Water*, or may be at the regatta site beginning June 6 at 16:00. Competitors shall choose between the Championship, Challenger, or Non-Spinnaker Divisions. Those choosing Non-spinnaker must do so prior to May 16th, 2008. In the event there are less than four boats, those few that have signed up will be assigned to the Challenger Division. Sailing Instructions and Notice of Race will be available to registrants at the completion of registration.
4. **Fees:** See Registration Form.
5. **Schedule:**

Friday	1600 - 1900 Registration
Saturday	1000 Competitor's meeting
	1100 Warning signal 1 st race – others follow
Sunday	0900 Warning signal 1 st race – others follow
	No warning signal after 1230
6. **Measurement:** Boats and sails must conform to the Official Plan. Each boat must carry equipment required by FSSA By-Law Article S-V.2
7. **Courses to be Sailed:** The courses to be sailed will be Windward / Leeward or Trapezoid and be described in the Sailing Instructions.
8. **Berthing -** Boats shall be kept in their assigned places.
9. **Radio Communication:** Boats shall not use VHF radios when racing, except for emergencies.
10. **Scoring:** The low-point scoring system of RRS Appendix A2 will be used, except that there will be no throw-outs. Five races are scheduled for each Division, of which one must be completed to constitute a series.
11. **Prizes:** Prizes will be awarded to the top 5 boats in the Championship Division, and to the top 3 boats in the other divisions
12. **Contact information:** Stephen Meyer, 2405 Bent Trail Road, Edmond, OK 73003, 405-359-0263, Steve@arokc.com
13. **Additional information:** Limited camping is permitted on the club grounds and shower facilities are available in the clubhouse. Also, there are several hotels within a 5 to 10 minute drive. The club has 2 launching ramps in addition to 2 hoists specifically suited to Flying Scots and 2 hoists for larger boats. There is ample parking for cars and trailers on the grounds. Box lunches will be available Saturday.

Registration Form (Please print!)

Skipper name: _____ Address: _____ Home phone: _____

Cell phone: _____ E-mail: _____ Crew name: _____

Emergency contact name and phone: _____

Sail #: _____ Fleet #: _____ Club affiliation: _____ Division: Championship _____ Challenger _____ Non-Spinnaker _____

Registration fee includes: Everything for two! (except t-shirts)

Friday hors d'oeuvres, Saturday and Sunday continental breakfast, Saturday and Sunday lunch, and Saturday night dinner. Beer, wine, water, and soft drinks included.

Registration Fee for non-US Sailing members \$150.00 _____

Registration Fee for US Sailing members \$ 125.00 _____

My US Sailing number is _____

Additional Sat/Sun lunches () x \$5.00 _____

Additional Sat dinners () x \$15.00 _____

T-shirts () x \$15.00 _____

Specify size for all T-shirts: _____

Total due: _____

Please make checks payable to Flying Scot Fleet 191 and mail to: **Steve Meyer, 2405 Bent Trail Road, Edmond, OK 73012**

Competitors participate in the regatta entirely at their own risk. See *Racing Rules of Sailing (RRS)* Rule 4, "Decision to Race." The Organizing Authority will not accept any liability for material damage, personal injury, or death sustained in connection with, prior to, during, or after the regatta. I agree to abide by the *RRS* and all other rules that govern this event.

Signature: _____ Date: _____

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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 above w/twist-lock 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 trip.

Tapered Aluminum Spinnaker Pole...

Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

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-XXL

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

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.

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 sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

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

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

Plastimo Contest Tactical Compass & Mount...

3 5/8" 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 sails is required for installation. Weight is approx. 2 lbs.

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Bottom Line: Scot(s) Needed for Florida Non-profit

by Jim Lorenz, Former FS Owner, Greater New York

I finally joined another yacht club, Clearwater Yacht Club (CYC), about 14 miles north of me. There are some really great people and plenty of activities to enjoy for both Marie and me. They have a fishing group, a book-of-the-month group, a trivia night, and a cruisers group (both land and sea)-unbelievable. They also have a great dining room/grill that operates six days a week. The club has a few Optis, Sunfish, and Lasers that are available to members.

CYC also provides support for regattas and assists in sailing programs at the Clearwater Community Sailing Center (CCSC), which is a non-profit 501(c)3 corporation in partnership with the City of Clearwater. CCSC provides a low-cost alternative to families and individuals for renting sailboats, including Hobie Waves,

Hobie Getaways, kayaks, Lasers, Sunfish, BigFish, O'Day Daysailers, and JY-15s. There are annual and seasonal memberships, and daily memberships are available for short-term visitors. The center has youth programs and provides group and individual sailing lessons for able-bodied folks, as well as seniors and disabled people. CCSC is the home of Sailability of Greater Tampa Bay (SGTB). Their partnership with SGTB provides--to individuals of all ages who have disabilities and special needs--an opportunity to learn and participate in sailing with specially adaptable boats (a boat called an access dinghy).

OK, let me cut to the bottom line. Earlier this year the director and the chair of the board of trustees told me they were looking for a new boat to hold group instruction. They wanted something that could hold

four or five adults and an instructor. They had been looking at a number of boats. I suggested they look at the Flying Scot. We arranged to borrow one from Dave Thinel, the Florida district governor. They tried it, and they liked it. Now they are looking for a Scot for the center, or, depending on the cost, maybe two. We have been looking at Scots n' Water and the FSSA Web site and found a few possibilities. I was thinking maybe a word or two in Scots n' Water could lead to someone selling and/or donating their boat to CCSC, or some other agreeable arrangement. They are really a worthwhile organization. Any thoughts about doing this?

If you would like to see further information about the center, they have a Web site, which can be found at www.clearwatercommunitysailing.org 🚢

go like *MAD*



2006 FLYING SCOT RESULTS

- Canadian National Championship – 2
- Midwest District Championship – 1, 2, 3, 4, 5
- New England District Championship – 1
- NAC Qualifiers (64 boats) – 1*, 3, 4, 5
- Atlantic Coast Championship – 2
- Lake Norman Great 48 – 1
- Saratoga Invitational (48 boats) – 1
- 101st Ephraim Regatta – 1, 3, 4, 5
- Lake Carlyle Whale of a Sail – 1
- 57th Massapoag Regatta – 1

*mixed inventory

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Learning How To Race

At Lake Arthur

by Dan Goldberg, FS 4991

Four years ago we started a “Learn to Race” program at Lake Arthur, in Moraine State Park north of Pittsburgh, PA, the home of Flying Scot Fleet 80. The program has proven to be very successful, with a number of sailors now competing in our regular club races.

We also have a strong Community Sailing program at Lake Arthur, with a fleet of Flying Scots, Sunfish, and Optimists. Many of our Learn to Race students came from that program. We recruited them into the Learn to Race program by emphasizing two things: (1) sailing is fun, but racing is more fun, and (2) you can really improve your sailing skills by racing.

We also emphasized that it was not necessary to own a boat to participate. We encouraged anyone interested to participate, and we matched up students with boats upon arrival. We ran the program one day each month during our racing season. It doesn't take a lot of people to make such a program work. We had one or two people on the signal boat and one person in a motorboat with loud-hailer to give pointers on the water.

We did not have a set curriculum. Instead, we adjusted the program depending on the experience of the people who participated on a given day. During the first year, few students had ever sailed in a race. So we began with the basics. First, we conducted a "chalk talk" to describe the course layout and the starting sequence procedure, including the timing, flags, and horns used. Then we

hit the water and ran practice starts followed by practice races. The next week, we did a chalk talk on Rules of the Road before our practice starts and practice races. In fact, every week we did practice starts before practice races. We have found that most beginners have difficulty starting on time, so we find the practice starts very useful. We encouraged them to stay near the starting line in the last two minutes before the start!

As the students became familiar with the starting procedure and course layout, we got into some racing strategy in our chalk talks. Topics included starting-line strategy, wind shifts, upwind strategy, and downwind strategy. We talked a little about sail trim. We even gave pointers on what to wear, which included things like sunglasses, sun protection, footwear, foul-weather gear, and PFDs. And we

eventually asked, "What do you want us to talk about today, and what do you want to work on on the water?" Some days we did lots of practice starts. Other days we required at least three tacks and three jibes on the upwind and downwind legs, respectively, of the short windward-leeward courses we set. After sailing, we had a group lunch during which we did a debriefing. We discussed the things we had observed that went well and also the lessons learned from errors.

Starting last year, we scheduled the program in the mornings before our afternoon club races, and we encouraged our regular club members to help coach our Learn to Race people.

Overall, the program has been very popular. We have attempted to make it fun, and we've tried to create a non-competitive atmosphere where everyone learns something. 🚤





An upwind on Day 1.

Everything We Hoped For at the MYC 58th Annual Regatta

by Diane Kampf, FS 5157,
New England District Governor

Got wind? Boy did we have wind for the Massapoag Yacht Club's 58th Annual Regatta on September 7-9, 2007. Got boats? Yes, we had boats for the party as well – 52 of them – 21 Flying Scots, 1 Boston Whaler, 6 Day Sailers, 7 Lasers, and 17 Sunfish. Of the 52 boats, 25 were from MYC and 27 were from out-of-town. Got food? Oh yeah, we had lots of great appetizers, barbecue, breakfasts, lunches, and a feast for dinner, and plenty of beverages for an army. Got friends? We are so lucky to have so many sailing friends, and we enjoy hosting so many guests, and we hope they keep coming back from Massachusetts, Vermont, Connecticut, New York, or from wherever they may travel. Among our sailors, we had three Flying Scot district governors, the Day Sailer northeast regional vice president, the Sunfish class New England representative, as well as several past officers in several classes.

The cocktail party hosted by Margy Davidson on Friday night included a barbecue and snacks brought by several club members, and we fed about 50 people while sail-

ors were checking in and registering with Jay McNeff, launching boats, and claiming parking spaces and camping spots. We had Rachael and Emily Locke selling t-shirts, hats, and a variety of other MYC apparel. And there were lots of stories shared, and lots of predictions voiced--about the regatta, as well as about the Red Sox versus the Yankees. We settled down around 10:00 p.m., with people returning home, to hotels, to campers and tents, with some out-of-town sailors bunking with local MYC members.

NOAA was telling us that Saturday would have good wind and 88+ degrees, while Sunday looked like 65 degrees with rain and no wind. After the super breakfast hosted by Nora Cavanagh and provided by Roche Brothers, the principal race officer (PRO), Steve Likos, decided to run four races on Saturday to ensure we would have the maximum number of races to score. With a southwest wind at 15 to 18 knots, gusting to over 20, we had four starts for the five fleets and different

courses for each in some of the races.

The first race was a "G," a triangle plus a windward-leeward. The starting line for Flying Scot A and Handicap, including the Flying Scot B, was 22 boats and there was lots of jockeying for position at the boat end, although the line was fairly square. After a few collisions, we managed to get off a start with just one boat over early, not enough for the PRO to threaten the dreaded "I" flag. With a rolling 5-minute start, all four starts were done in 20 minutes, with the Sunfish starting just a minute after the Flying Scots rounded the leeward mark, just in time to get out of the way. We were well-prepared with three chase boats on the water; but even with the shifting, sometimes heavy wind, thankfully their job was mostly watching the start and finish lines, taking pictures, moving marks when necessary, and watching out, just in case assistance was needed.

This was followed by a second race with an Olympic course, with the winds continuing to shift and places changing in the races again and again. Once again, the Flying Scots were rounding the leeward mark just as the Sunfish were preparing to start. What a great job the race committee did in keeping the fleets separated on the water.

We went in for the lunch hosted by Jan

Rubinstein and Cindy Gilman and provided by Roche Brothers, and everyone had their fill and got a little rest after the hard work on the water. After lunch, we went back out for two more races, with lots of bottles of water to combat the heat.

The third race was a G course for some and a windward-leeward for others. Some skippers and crews saw the wind getting better on the right side going downwind, and some did not. The lucky boats found themselves planing nicely right to the leeward mark, while others were watching from the left side of the course, wishing they had gone right.

In the last race of the day, the winds were shifting so much, no one knew exactly where to go for the best wind, and the lead shifted again and again. The shifting winds resulted in a few boats capsizing and needing assistance, but that was not a problem for our crack rescue teams. Everyone got into the docks safe and sound and ready to rest.

The weary sailors dragged themselves off their boats and got ready for the feast, where year after year, the committees seem to outdo themselves. First, there was the cocktail party, hosted by Nan Funsch, with lots of very creative dishes brought by club members. The food was so yummy that it was almost hard to believe that

was not the meal. And that was washed down by the variety of beverages provided by Dana Bottorff, Leila McNeff, and Peter and Ann Seidman, who brought theirs all the way from Saratoga. Fit for a king, well, maybe for a skipper, anyway. And if that were not enough, there was the dinner of lobster, chicken, and ribs, hosted by Nora Cavanagh and provided by Roche Brothers--out of this world. We had 130+ people for dinner, and it was a great time. We had a fun raffle with some nice gifts; everyone who was present for dinner was entered in the game. We had help from Jackie McNeff, Rachael and Emily Locke, and a friend picking numbers and delivering the gifts to the lucky winners. When that was all done, we had our now-famous make-your-own-ice-cream-sundae bar plus a birthday cake for my mom, Kay Wilson, who turned 39 again this weekend. I think everyone rolled away from the tables right to their cars or tents to sleep it all off.

With campers on the beach and up near the clubhouse, we were all hoping for good camping weather. Well, it wasn't so bad when the thunderstorms came at 4:00 a.m. Everyone stayed dry inside their tents and campers. Whether they stayed asleep is another story--I know I did not.

Continued On Next Page

A mark rounding in Race 1.



A jibe mark in Race 1.*The Flying Scot A winners.*

By 6:00 a.m., it appeared that NOAA was wrong again (it was muggy and still about 80 degrees), but they were right about the “no wind” part. But at 8 o’clock, the rain came; when it was over, there were two things changed – it was now 65 degrees and there was wind. I guess two out of three was not bad, especially since Mother Nature took away the heat and the rain and left the wind.

So we went out for the 5th race – what a blast. A nice northeast wind blowing 12 to 14 knots, and we got in a “G” course for everyone before heading into shore for lunch and awards. Speaking of “into shore,” one Flying Scot found itself on

the beach still flying a spinnaker, while swimmers on the beach ran for their lives. The halyard was stuck at the top of the mast, so they beached themselves so they could get the spinnaker down and get back to the club. I remember when that happened to us one time, we actually took the mast down on the water between races--and we no longer have that pesky hook on the spinnaker halyard, since I have learned to tie a bowline.

Thanks to the race committee--PRO Steve Likos, Dennis Dubuc, Bill Holmes, Karen Rafferty, Rob Mouradian, Ed Isgur, Don Brichta, Alan Dimson-Doyle, and Bill Eastwood--for their two days of work

on the water. We all know what it takes to set good courses, keep an eye on all the boats, take orders from the PRO, ferry people to and from boats, and do this all cheerfully for two days in a row, knowing you are being measured against every other race committee in the past and future. This RC did a super job and deserves to be commended for their performance. They gave the final results to Jay McNeff, who worked with them to tally all the scores and post the results.

Those with the best performances were rewarded with trophies, provided by MYC member Kim Locke’s company, Constitution Advertising. We first awarded thank-you gifts to the social committee and shore helpers, and we had given t-shirts to each of the race committee members. Next came the “good sport” awards to Rich Hirsch, Harold Levin, Ron Alman, Dan Abram, David Gilman, and Laura Hackell, for staying with it despite the number of boats who were placing ahead of them. Laura Hackell, in fact, had given up her spot in the Sunfish fleet to crew for another skipper on Sunday when he needed some help. Finally, there were awards for the top five finishers in each class. Congratulations to all the winners!

Flying Scot A Fleet - Jim Cavanagh, Craig Dubuc (Sat.), John Housle (Sun.), also the FS perpetual award – probably the most-decorated Flying Scot sailor at MYC

Handicap Fleet including Flying Scot B - Ann and Peter Seidman – Ann’s first time skippering at MYC, since she is usually crew for Peter. Ann is the Flying Scot New York Lakes District Governor.

Day Sailer Fleet – Eric and Glenn Bell, also winners of the DS perpetual award – the youngest skipper ever to win the award, and his first time skippering at the MYC regatta with his father as crew

Laser Fleet – Gary Werden, repeating last year’s win, with four 1sts on Day 1, missing a sweep only in the last race.

Sunfish Fleet - John Skrzypiec, with some stiff competition from his other Sunfish mates, who did manage to beat him in a couple of races. John is the Sunfish class New England representative.

Once again, we’d love to see you all back next year, and bring your friends. Please do help us in our meal planning and register early or notify us early that you are coming to our MYC 59th Annual Regatta. We have our first meeting on Sunday to plan for next year! See you in 2008. (see full results next page). 🌊

FLYING SCOT – FLEET A

Sail	Boat Name	Skipper	Crew	1	2	3	4	5	Total	Place
4949		Jim Cavanagh	Craig Dubuc (1-4)/ John Housle (5)	4	4	1	1	1	11	1
5535	<i>Brass Monkey</i>	John Cooke	Robyn Hoffman	1	1	6	5	2	15	2
1261	<i>Bad To The Bone</i>	Jay McNeff	Leila McNeff	2	3	3	4	4	16	3
5521	<i>Up Over</i>	Rob Tikoft	Bevilee & Mackinlay Tikoft	8	5	5	6	3	27	4
5157	<i>Brother Bill</i>	Greg Kampf	Diane Kampf	3	6	4	9	6	28	5
4895	<i>Contraption</i>	Dave Ryan	Hein Smit Sibinga	5	2	8	8	7	30	6
3465	<i>None Yet</i>	Dave Rousseau	Blake Suddath	11	8	12	3	5	39	7
4654		Randy Rubinstein	Scott Rubinstein	10	9	7	2	17	45	8
4937	<i>Flying Tiger</i>	Dave Jacobsen	Stacey Rieu	6	10	11	14	8	49	9
1635	<i>Crazy Horse</i>	Doug Funsch	Kristin Funsch	13	12	2	15	10	52	10
4756		Don Bennett	Michael Ganshirt (1-4)/ Eames Bennett (5)	7	14	14	10	11	56	11
5516	<i>Don't Panic</i>	Mark Riefenhauser	Adam Riefenhauser	14	7	10	17	9	57	12
3857		Paul Waterfield	Allan Miller	12	13	13	7	13	58	13
5734	<i>No Name</i>	Eric Wojtaszek	Brian Campinel	9	11	15	12	14	61	14
5725	<i>Cagey B</i>	Ed Wojtaszek	Marne Wojtaszek	16	15	9	11	15	66	15
4659	<i>Team Hirsch</i>	Rich Hirsch	Dave Levy	15	16	16	13	12	72	16

Handicap with FLYING SCOT FLEET B

4254	<i>Espresso</i>	Ann K. Seidman	Peter Seidman	1	2	1	1	2	7	1
416	<i>Windcatcher</i>	Harvey Davidson	David Brookfield	3	3	3	2	3	14	2
295	<i>Wimsey</i>	Marty Newman	Adam Newman	2	5	2	3	4	16	3
5.2	<i>Re-Strung</i>	Mike Goldstein	Donna/Matt/Emily Goldstein	5	1	4	4	6	20	4
4654	<i>Locke N for Wind</i>	Evan Locke	Kim Locke	4	4	5	7	5	25	5
3681	<i>Wind Chime</i>	Jim Ronan	Myrna Levin/ Jess Gropen	7	7	7	7	1	29	6

DAY SAILER

4425	<i>Slinky</i>	Eric Bell	Glenn Bell	1	1	2	1	1	6	1
11007	<i>Ding Bat</i>	Steve Breton	Jim Finlay	4	3	1	2	2	12	2
1359	<i>Buonavita</i>	Bob Gaffney	Chris Droukas	2	2	3	3	3	13	3
3705/2385		Suzanne Boohar	Susan Hankins	3	5	4	7	4	23	4
2427	<i>Almost Courageous</i>	Carole Isgur	Joanne LeBlanc	5	4	5	7	5	26	5
2009	<i>Beruviah</i>	Ron Alman	Barbara Alman (1-4)/ Laura Hackell (5)	6	6	7	7	6	32	6

LASER

144619	<i>Sandman II</i>	Gary Werden		1	1	1	1	4	8	1
167338		Rick Tattersfield		3	3	2	2	2	12	2
159067		Matt Russell		5	2	3	4	3	17	3
90436		Josh Krepps		2	4	5	8	1	20	4
8		Nick Kondratiev		4	5	4	3	5	21	5
42		David Gilman		6	7	6	5	6	30	6
1		Dan Abram		7	6	7	8	7	35	7

SUNFISH

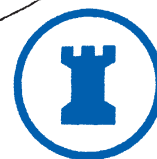
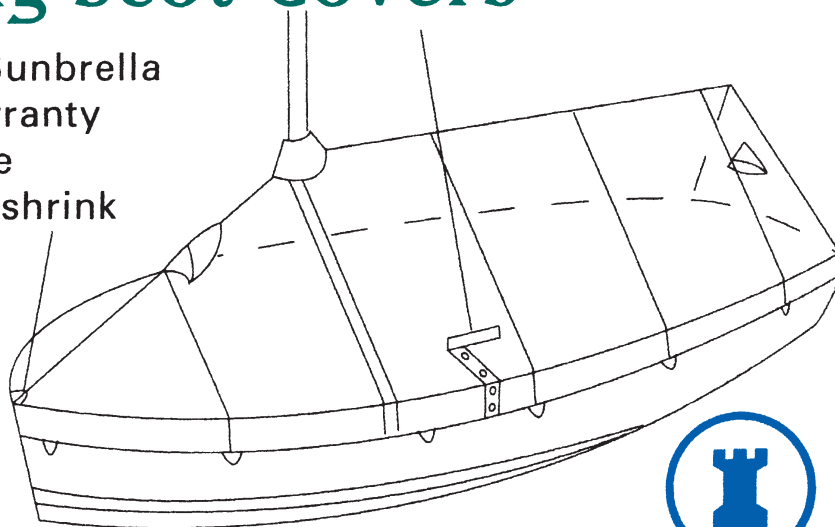
70269		John Skrzypiec		1	1	2	1	3	8	1
55900		Alan Beckwith		2	3	3	4	2	14	2
61299		Bill Brangiforte		9	2	1	2	1	15	3
12		Ken Charles		4	5	6	9	4	28	4
80092		Bill McInnis		6	4	5	8	6	29	5
3868		Drew Staniar		8	12	4	3	5	32	6
9102		Rapid Buttner		3	9	13	7	11	43	7
58984		Eric Woodman		7	11	9	6	10	43	8
15		Korey Charles		12	8	10	5	9	44	9
3646		Bill Harris		5	14	8	11	8	46	10
27777		Paul Odegaard		11	7	11	10	12	51	11
19775		Gordon Geich		10	10	12	18	7	57	12
3415		Kurt Charles		13	13	7	12	13	58	13
33999		Paul Borse		14	6	15	14	14	63	14
18037		Rick Schlosser		15	15	14	13	18	75	15
50680		Harvey Pentleton		18	18	18	18	15	87	16
1		Laura Hackell		16	18	18	18	18	88	17

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Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Flying Scot® Sailing Association
2008 NORTH AMERICAN CHAMPIONSHIP
July 20 - 23, 2008 – Toms River Yacht Club – Toms River, New Jersey
NOTICE OF RACE

NOTICE OF RACE

Toms River Yacht Club and Fleet 162 invite members of the Flying Scot Class to the 2008 NAC Regatta.

VENUE

Toms River Yacht Club is pleased to host the 2008 Flying Scot North American Championship Regatta. TRYC has a proud tradition of hosting major regattas since its inception in 1871. Barnegat Bay, separated from the Atlantic Ocean by a narrow barrier island, offers reliable breezes in the summer time. Winds typically range between 8 to 18 knots, usually starting from the SW and backing to S and SE as the sea breeze starts to fill in around noon. Current and tide are negligible.

The Women's and Junior NAC will be sailed on Barnegat Bay's Wannamaker Course, at the mouth of Toms River, or on the Toms River close to the club, depending on the wind conditions. The Challenger and Championship Divisions of the NAC will be sailed on the Wannamaker Course, or further southeast in the bay just west of Seaside Park on the Cedar Creek Course, depending on the wind conditions.

For those not competing, or when racing is done for the day, the Toms River area offers some of the best the Jersey Shore has to offer. *Ocean beaches*, Island Beach State Park is just a 15-minute drive. It offers a glimpse of the undeveloped Atlantic shore. *The boardwalk*, nearby Seaside Heights and Point Pleasant provide the traditional amusements. *Maritime history*, Tuckerton Seaport and the Toms River Maritime Museum provide a view of the area's nautical heritage. The Toms River and Barnegat Bay area has many more attractions than those mentioned above, it is a great place to sail and to visit.

1. Rules: This regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing (RRS). This is a category A event. Each boat shall send a representative to the Competitors Meeting.

2. Eligibility requirements are as follows:

3. The North American Championship (NAC) is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Skippers shall make an election between the Championship and Challenger Divisions upon registering.

RACING FORMAT

1. Due to the 2008 NAC being shortened on a trial basis as authorized by the Board of Governors of the FSSA, Class By-Laws Article B-IX (5) is changed as follows: (a) There will be no Qualifying Series; (b) Rather, the makeup of the Championship and Challenger Divisions will be based on each skipper's division preference as indicated upon registra-

tion. Division selection is subject to approval of the National Championship Committee. A space will be provided on the Registration Form for that purpose. Exception: Any North American, or Midwinter, Championship or Challenger Division winner shall sail in the Championship Division.

2. Six races are scheduled.

3. Each Division, Championship and Challenger, will be scored separately in accordance with the Low-Point System of Appendix A. All completed races will be scored, and no races will be excluded (Changes Appendix A2). Three races shall be completed to constitute a regatta.

REMINDER: FSSA dues and Club Boat registration fees must be paid by June 21, 2008. Junior and Women's Championship member dues may be paid at registration.

4. Junior Championship: The Helmsman 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 Helmsman, or must be members of the Helmsman's immediate family (father, mother, grandparents, brothers and sisters). Junior Championship helmsman must be Active, Life, Club, Family, or Junior members. At least five boats must be registered in the Junior Championship, by July 7, 2008, for this championship to be held.

5. Women's Championship: The helmsman and all crew shall be female. The helmsman must have Active, Life, Family, or Club membership status. At least five boats must be registered in the Women's Championship, by July 7, 2008, for this championship to be held.

6. Pre-registration may be by mail using the form available online at www.fssa.com or www.tomsrivernac.com, or in person at the regatta site beginning Saturday, July 19, 2008 from 1000 to 1700. Registration for the Junior and Women's Championships must be completed by 1100 on July 20, 2008. Registration for all other divisions should be completed by 1700 on July 20, 2008, unless other arrangements have been made with the registration committee. **Sailing Instructions and Final Notice of Race will be available to registrants at the completion of registration.**

7. Measurement: Sails may be selectively measured, and boats may be selectively weighed. (Changes B-IX Para 6c) All boats will be checked for required safety equipment 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. The measurement location will be communicated to competitors upon arrival. Masts should not be stepped until arrival at the launching site. **NOTICE:** beginning 1/1/2009 all boats will be required to be equipped with bow flotation and transom ports.

Continued On Next Page

2008 NORTH AMERICAN CHAMPIONSHIP

July 20 - 23, 2008 – Toms River Yacht Club – Toms River, New Jersey

NOTICE OF RACE

8.	Fees:	
	Registration: US Sailing Member	Non-US Sailing Member
	FS NAC	\$165
	Women's	\$ 25
	Junior	\$ 25

Late Registration: Entries post marked after July 5, 2008

FS NAC	\$215	\$ 225
Women's	\$ 35	\$ 45
Junior	\$ 35	\$ 45

Two tee-shirts and the Sunday welcome cocktail party are included for each competing boat, and meals and lodging are extra. Additional tee-shirts and a variety of additional apparel and accessories will be available at the regatta site. Several meals are planned including a free Continental breakfast each racing day (Please see registration form for further details).

9. Schedule:

Women's and Junior Championships: Sunday July 20, 2008. The first Warning Signal is scheduled for 1300. There are three races scheduled of which one must be completed to constitute a Championship. All races will be scored (Changes Appendix A2)

Championship and Challenger Series: (1) Racing will be Monday, Tuesday, and Wednesday with a first Warning Signal scheduled for 1100 each day. Depending upon conditions, this schedule is subject to change; (2) No Warning Signal will be made after 1400 on Wednesday.

TENTATIVE SCHEDULE OF EVENTS

Saturday, July 19

1000	NAC measurement and on-site registration opens
1700	Measurement and on-site registration closes for the day

Sunday, July 20

0900	NAC measurement and on-site registration opens
1100	Registration closes for Women's and Junior Championship participants
1100	Skippers meeting, Women's and Junior NAC
1200	Harbor Gun Women's and Junior NAC
1300	Warning for first start, Women's NAC
1310	Warning for first start, Junior NAC
1500	FSSA Executive Committee Meeting
1700	FSSA Board of Governors Meeting
1700	Measurement and on-site registration closes
1830	Welcome cocktail party at TRYC
1900	Women's and Junior NAC Awards

Monday, July 21

0900	Skippers meeting NAC
1000	Harbor Gun
1100	Warning, racing begins, Championship Division (race 1 and race 2)
1110	Warning, racing begins, Challenger Division (race 1 and race 2)
1830	Cookout and Social at Seaside Park YC
1830	FSSA Board of Governors' Dinner at TRYC

Tuesday, July 22

1000	Harbor Gun
1100	Warning, racing begins, Championship Division (race 3 and race 4)
1110	Warning, racing begins, Challenger Division (race 3 and race 4)
1830	Dinner and Annual Meeting at TRYC

Wednesday, July 23

1000	Harbor Gun
1100	Warning, racing begins, Championship Division (race 5 and race 6)
1110	Warning, racing begins, Challenger Division (race 5 and race 6)
1830	Awards Dinner at TRYC

10. Courses to be sailed: Courses will be designated in the Sailing Instructions. Courses to be sailed are generally illustrated in the Racing Rules of Sailing on Pages 117-119. For those unfamiliar with the "Trapezoid," instructional information will be available at the Competitors Meeting.

11. Wet and Dry sailing: Wet and dry sailing by ramp or hoist will be available at TRYC and at the auxiliary launching sites. Skippers will be asked their preference for wet or dry and ramp or hoist launching and, subject to availability, assigned to one launch alternative. Extra lines and fenders are recommended for rafting together on available moorings and piers.

12. HOTEL INFORMATION

The Jersey Shore is a popular summer resort area so make your reservations early.

Howard Johnson (3 miles to TRYC)

Cedar Grove Rd (Hooper Ave just off Rt. 37), Toms River, NJ
732-244-1000 - special rate includes complimentary Continental Breakfast and much more. Mention Toms River YC or Flying Scots - 30 rooms reserved

Holiday Inn (2 miles) 290 Rt. 37, Toms River, NJ, 732-244-4000

Ramada Inn 2373 Route 9 (9 miles), Toms River, NJ, 732-905-2626

13. CAMPGROUND INFORMATION

Cedar Creek Campground (9 miles to TRYC)

1052 Route 9, Bayville, NJ, 732-269-1413 - A variety of rustic cabins are also available. Call for rates.

For more information, contact Joe Thorpe: thorpej@aptea.com

Amended NOR as of Date 01/21/08

NEW MEMBERS

Capitol District

FS 4816/Fleet: 0

David Hess
11328 Stonehouse Pl
Potomac Falls, VA 20165

FS 5786/Fleet: 0

Judy A. McCaulley
Rt. 3, Box 197
Philippi, WV 26416

FS 0372/Fleet: 0

Robert Novotny
625 Lake Dr. W
Smyrna, DE 19977

FS 5790/Fleet: 0

William H. Schwarzschild, III
17 Amphill Road
Richmond, VA 23226

FS 5306/ Fleet: 6

Roger L. Levin
81 Black Angus Dr
Deer Park, MD 21550

FS 3259/Fleet: 41

James A. Stacy
4314 Sellman Rd
Beltsville, MD 20705

FS 1954/Fleet: 163

Randy Blough
45 Founders Way
Downingtown, PA 19335

FS C4603/Fleet: 185

Junius West
PO Box 583, 60 Westham Cir
Irvington, VA 22480

Carolinas

FS 4930/Fleet: 0

Robert Sweet
2108 Island Tr
Chapin, SC 29036

FS C4930/Fleet: 158

John Sweet
1020 Old Forge Ct
Chapin, SC 29036

Florida

FS 5309/Fleet: 131

Vince Gubbini
525 Cozybrook Lane
Orange Park, FL 32073

FS 5362/Fleet: 131

Lloyd Kohl
5838 Long Cove Dr
Jacksonville, FL 32222

Fleet: 186

Dean Bell
6718 Leeward Isle Way
Tampa, FL 33615

Greater New York

FS 5783/Fleet: 0

Timothy C. McWilliams
24 Hillbury Road
Essex Fells, NJ 07021

FS 733/Fleet: 0

Marvin Pozefsky
35 Beau St
Norwalk, CT 06850

FS 4085/Fleet: 184

William Foster
16 Aberdeen Circle
Flemington, NJ 08822

Gulf

Fleet: 0

Mike Nolte
5760 Clinchfield Trail
Norcross, GA 30092

FS 3689/Fleet: 0

Joel Verplank
214 Robinhood Dr
Florence, AL 35633

FS 1965/Fleet: 9

Barton Jahncke
714 Girod St, #2B
New Orleans, LA 70130

FS 3754/Fleet: 111

Peter Kowalski
1635 Oak Grove Rd
Decatur, GA 30033

Michigan-Ontario

FS 4764/Fleet: 182

Anne Ballew
627 Lake Shore Rd
Grosse Pointe, MI 48239

Midwestern

Fleet: 0

Sandy Cameron
3542 Westshire Circle
Delavan, WI 53115

Prairie

FS 2648/Fleet: 0

Robert (Lal) Burrige
25 Reno Vista Dr
St. Louis, MO 63124

Texas

FS 5788/Fleet: 0

David L. Harmon
380 Bass Creek Trail
Mt. Pleasant, TX 75455

FS 5785/Fleet: 0

James Hymel
10415 Vinemont Street
Dallas, TX 75218

FS 5792/Fleet: 0

Terry D. Jewell
3901 Accent Drive, Apt. 1325
Dallas, TX 75287-7701

STARTING LINE Calendar Of Monthly Events

Florida District #5 Lake Eustis Sailing Club Eustis, FL February 16 and 17, 2008

For additional
information contact
Dave Thinel
dave812@verizon.net

Mid Winter Warm Up Davis Island Yacht Club Tampa, FL March 22 and 23, 2008

For additional
information contact
Dave Thinel
dave812@verizon.net

Mid Winter Regatta St. Petersburg Yacht Club St. Petersburg, FL March 23 - 27, 2008

Sarasota Sailing Squadron's One Design Mid Winters Sarasota FL March 29 and 30, 2008

For more info: www.
sarasotasailingsquad.com

2008 Sarasota Scot Team Race Sarasota Sailing Squadron Scot Fleet 36 Sarasota, Florida April 5 and 6, 2008

For more information contact
Ron Pletsch (941) 358-3101
regattafam@aol.com

Great 48 Regatta Lake Norman Yacht Club Mooresville, NC May 3-4, 2008

Contact: Page Stephens,
Regatta Chairman
704-364-5447
ppcsjss@aol.com

Early Bird Regatta North Sails Clinic Cedar Point Yacht Club Westport CT May 17 and 18, 2008

May 16 for set up and tuning)
For more information contact
John Cooke 203-792-7766
jcooke@
trianglepackage.com
www.cedarpointyc.org

Eighth Annual Volvo Leukemia Cup Regatta Carlyle Sailing Association Carlyle Lake, Illinois May 24 and 25, 2008

For more info:
www.csa-sailing.org or
contact Jim Harris, at
314-966-8404 (E-mail:
jamesbharris@att.net), Fleet
Captain for the FS Fleet 83.

Flying Scot Midwestern District Championship Regatta and CSA Annual Egyptian Cup Regatta Carlyle Sailing Association Lake Carlyle, Illinois May 31 and June 1, 2008

FSSA membership is
required to sail in both of
these events. For more info:
www.csa-sailing.org or
contact Jim Harris, at
314-966-8404 (E-mail:
jamesbharris@att.net).

Wife Husband Championship Lake Hefner Oklahoma City, OK June 7 and 8, 2008

For more information visit
Oklahoma City Boat Club

Fourth Annual Caledonian FS Regatta Willow Bank Yacht Club Cazenovia, New York June 28 and 29, 2008

For more info: Peter Colman
windmansion@alltel.net
315 682-6587

New England District Championship Sandy Bay Yacht Club Rockport MA June 28 and 29, 2008

For info. contact Dave
Archibald, archie4618@
aol.com or 978-363-5318

North American Championship Toms River Yacht Club Toms River, NJ July 20 - 23, 2008

For info: Joe Thorpe:
thorpej@apte.com

103rd Annual Ephraim Regatta Ephraim Yacht Club Ephraim, Wisconsin August 1 - 3, 2008

For more info: Jay Lott,
publicity chair 414- 322-7880
jlott@reinhardtlaw.com

Sandy Douglass Memorial Regatta Deep Creek Yacht Racing Association Deep Creek Lake, Maryland August 1 - 3, 2008

For info: Roger and Barbara
Levin Ph: 301-387-7804
roglevin@aol.com

Fleet 103 69th Annual Regatta Fishing Bay Yacht Club Deltaville, VA August 9 and 10, 2008

For info: www.fbyc.net,
or contact fleet captain
Mike Miller at 804-230-4985
michael.miller@
dcr.virginia.gov

Continued On Next Page

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FS 5 - Douglas built in 1957. This boat went back to factory and was restored. Certificate of Measurement and Registration for the FSSA. Have sails, trailer, ready to sail. **\$6500** Contact: Michael Ybarra, Chandler, AZ, 602-619-7117 ybarra18@aol.com

FS 89 - Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. **\$850** Contact: Ernest Berger, Oakland, MD, 251-626-6609, ernestberger@bellsouth.net

FS 341 - Douglas built in 1962. Just refurbished, painted with algrip type paint; 1 North Main, 1 North Jib, 1 Gus Jib, 1 brand-new Gus Chute; Tapered aluminum spinnaker pole; Under deck tapered spinnaker sheets; Bow bag; Trailer; Finished 4th in 2007 NAC's. **\$7000** Contact: Ron Pletsch, Sarasota, FL, 941-358-3101, regattafam@aol.com

FS 600 - Douglass built in 1964. Re-cored hull. Updated rigging. 1st S.S.S. 2007 Labor Day. 3rd 2006 JAX **\$3395**. Also available 1 year old set North Snug Rig Sails (all upgrades) m/j/s. **\$1200**. Contact: Jim Egan, Sarasota, FL, 941-544-8654, jimaegan@comcast.net

FS 733 - Douglass built in 1964. Rig upgrade, bow bag. **\$1400** with old sterling trailer; **\$2200** with aluminum trailer. Contact: Ted Rissell, Deep Creek Lake, MD, 301-387-4497, tetriss@earthlink.net

FS 782 - Lofland built in 1965. Hull re-cored with Baltek and West System. Epoxy Interlux bottom and transom. Fine finish. North mainsail and Schurr jib and spinnaker. No spinnaker pole. New mahogany stanchion, walnut centerboard cap, trailer,

Sailor's Tailor mooring cover, swim ladder and motor mount. Pictures at <http://members.cox.net/kanzanet>. **\$1000** Contact: Kirk Austin, Kansas City, MO, 405-923-5369, kanzanet@cox.net

FS 1653 - Douglass built in 1970. Older faded hull and decks but updated standing and running rigging, blocks, topping lift, newer cruising sails w/reef point. Trailer winch, axil, tires, wheels, bearings, lights all updated. CB removed and epoxied, new CB gasket and new CB cable. Dry sailed most of her life so, although not pretty, she is in sound shape. **\$2350** Contact: Joseph VLcek, Dunstable, MA, 978-649-0423, Joseph_VLcek@yahoo.com

FS 2045 - Douglass built in 1972. White deck, light blue hull with yellow stripe. Hull is in good condition. Deck is in an "ok" condition. Running and standing rigging are updated; new tiller, blocks and lines. Comes with top and bottom cover, main, jib, spinnaker, miscellaneous sail bags and lines. **\$4500** Contact: Hans Noordanus, Locust Grove, VA, 540-846-1605, hans.noordanus@lowsc.org

FS 2181 - Douglass built in 1972. White deck, light blue hull with dark blue stripe. Hull is in excellent condition. New tiller, blocks and lines. Comes with Sailor's Tailor cover, removable trailer light system that attaches to transom, main, jib, spinnaker, miscellaneous sail bags and lines. **\$5000** Contact: David Simpson, Mansfield, MA, 508-339-5917, sumo44@verizon.net

FS 2262 - Douglass built in 1972. Excellent condition - "Good" North Sails - New rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch and many more addi-

tions. Galvanized trailer less than 10 years old. **\$5500**, Cary Wren, Greensboro, NC, 336-333-9420

FS 2335 - Douglass built in 1973. Hull in excellent condition, white with red stripe. Trailer. Day and Winter covers. **\$3500**, Contact: Don Christesen, New Fairfield, CT 203-312-8189, etc126@charter.net

FS 2346 - Customflex built in 1973. Good condition. 2 sets of sails. Schurr sails for racing. Spinnaker and pole. Trailer. **\$3500** Contact: Scott Wilson, Sarasota, FL 941-350-4375, swilson3@hotmail.com

FS 3230 - Customflex built in 1978. Has been well maintained by the current and the previous two owners. It is in good to excellent condition with new running rigging. The white deck and yellow hull are in good to excellent condition. It comes with a top cover and a sail cover. Jib and main sails are in excellent condition, and the sheets are in good condition. No spinnaker and related equipment. Two mahogany tillers. The boat sits on a less than one year old Quick Load aluminum trailer built to Flying Scot specifications. It is powered by a Minn Kota electric motor with a built in mat battery and charging system. **\$4000** Contact: Martin Needleman, Gulfport, FL

FS 3624 - Douglass built in 1981. White deck, orange hull, original owner, factory trailer, 4HP Mercury motor & mount, rarely used, dry sailed. **\$4200**. Contact: Warren Quinlisk, La Crosse, WI, 608-781-2145 (after 10:30am)

FS 4273 - Douglass built in 1986. Boat and trailer in good condition. Sails good for cruising, would need replaced for serious racing. Mooring cover and

trailer/storage cover in very good condition. Many accessories including 2.7 hp motor & bracket, anchor, new complete spinnaker hardware, paddle, boat pole, 6 vests. **\$6200**. Contact: Joseph DeGiovanni, Rawlings, MD, 301-729-0519, aclockwks@atlanticbb.net

FS 4421 - Douglass built in 1987. White/Red waterline. Needs nothing to win! Has won over 80% of races I've sailed in it. All race goodies & two good North M & Js, 2 spinnakers (North & Schurr) and an excellent c'board. **\$7000** Located in Red Bank, NJ

FS 4480 - Douglass built in 1988. In excellent condition and seldom used. Rigged with all racing features and several new, high-end sails, spinnakers, new Honda engine etc. Complete and ready to use. Trailer included. Call for price. Contact: Carmen Braund, Georgetown, Ontario, 905-873-9858

FS 4672 - Flying Scot built in 1990. Trailer, all sails and 5hp motor. Good condition. **\$5500**. Contact: Sybille Zeldin, Loveladies, NJ 609-494-0515, sybille215@aol.com

5239 - Flying Scot built in 1999. 7th at 2006-07 Florida District Championship Series. North snug rig sails bought in fall of 2006, another set for cruising; Light air spinnaker, another for heavy air, TacTik racing compass; 2007 Sailor's Tailor cover; Light anchor and rope; Trailer with spare tire; VHF radio; **\$9800**. Contact: Robert Newland, Sanford, FL, 407-416-7511 robert@bluespringpartners.com

SAILS - Schurr Racing Main and Jib. Excellent shape. Used a maximum of ten times/year over the last four year for gentle racing. **\$500**. Reef points (never used) and windows. Contact Nicky Pleass - 208-263-7475 or nicky@dishmail.net

STARTING LINE

Continued From Page 23

Flying Scot Eastern Women's Regatta
Deep Creek Lake
Deep Creek, MD
August 9 and 10, 2008
Contact Geri Meehan at gmeehan@earthlink.net or call 301-387-3469 starting May 15, 2008.

Massapoag Yacht Club
59th Annual Regatta
Sharon, MA
September 6 and 7, 2008
For info. contact Diane Kampf dianekampf@charter.net 508-847-8401

Annual Whale of a Sail Regatta
Carlyle Sailing Association
Carlyle Lake, Illinois
September 13 and 14, 2008
www.csa-sailing.org or contact Jim Harris, at (314)-966-8404 jamesbharris@att.net

Atlantic Coast Championship
Selby Bay Sailing Center
Edgewater, MD,
September 27 and 28
Additional information will be posted at a later date.
Master's Championship
Fort Walton Beach, FL
October 18 and 19, 2008
Info. posted at a later time.

Fall 48 Regatta
Lake Norman Yacht Club
Mooreville, NC
November 1-2, 2008
Contact: Bill Reinke, Regatta Chairman, 704-483-4172 or by cell: 704-609-0553 bbreinke@charter.net

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