

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 52 NUMBER 2 2008

**ASK JEFF** **What  
Time It Is...**

**TEEN  
HEROES!**

**Lake of the Woods  
Invitational  
Regatta**

**ONE OF  
THOSE DAYS  
MANY Records Set**

**CAPITOL DISTRICT HIGHLIGHT**



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**1, 2\*, 3**

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**1**

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**2, 3, 4**

**Tampa Midwinter Warm Up '07**

**1**

**Greater NY Districts '07**

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

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

The Email address for regatta notices and regatta results to be published in *Scots n' Water* is [info@fssa.com](mailto: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,

As I sit here in southwestern Pennsylvania in February looking out at a blanket of snow, it is hard to imagine something floating, with sails, on an unfrozen body of water. I'm also conjuring up images of friends to whom we have just bid bon voyage as they head to Aruba, Tortola, and Mazatlan, Mexico. They must know something I don't know!

Sailing, especially with Scot sailors, is more than just racing or sailing your own venue. There is a whole world out there with lots of water, where all of us can enjoy cruising and sailing on bigger boats during our idle times. And what better way to do it than with fellow Scot sailors!

With that in mind, I am writing to share some marvelous sailing opportunities and experiences for those of you with "off" seasons. Don and I got in on the tail end of Bob Vance's (past FSSA president) bareboat flotilla trips, organized for Flying Scot sailors. Bob took chartered groups all over the world, including Australia, the Caribbean, the Greek Islands, etc. We were fortunate to be able to join him on two trips. The first one was sailing from the Mediterranean into the Aegean, around Turkey. There were

thirteen boats, four to eight sailors per boat, plus an escort boat. We would have a set destination each night and could get there when and however we wanted, at whatever pace we wanted. Dinners were almost always on shore and prearranged. They were sometimes quite primitive, as we anchored at places that were only accessible by water. Speaking of the water, it was spectacular! The escort boat was invaluable. As most of you know, you occasionally encounter equipment failures on board – most often the head! All of these were dealt with promptly and efficiently! We ended the trip with a couple of days in Istanbul. Just a tremendous experience!

Our second trip was to Thailand, sailing in the Andaman Sea out of Phuket. The limestone islands there made the area look like a moonscape. We even saw the island where James Bond landed his plane in *Man with the Golden Gun*. The flotilla, with ten boats, was run like the one in Turkey. Each morning the skippers would have a meeting on the escort boat, to review the day's journey. Everything was so very well organized. Here we ended up with a land tour of Thailand, riding elephants, and, in Hong Kong, with

an evening arranged by Bob at the Royal Hong Kong Yacht Club!

Graham Hall also organized some sailing trips, in our own Scots, to such places as the Thousand Islands and Lake Champlain. We were fortunate to join him and four other Scots on his second trip to the Thousand Islands. It was exhilarating to sail back and forth across the St. Lawrence Seaway between the US and Canada, without auxiliary power, and docking at our motels/hotels each night. Again we had dinners on shore with time for sightseeing. This was an extra special trip, as it was our last sail with Graham. He created a wonderful memory for all of us.

The message here is that Scot sailors can also enjoy flotilla cruising on chartered bareboats or on their own boats. Several of our fleets already do that. I would love to have you share your experiences on our Forum site. Scot sailors share a very special bond. We are an amazing group!

Anyone interested in the South Pacific?

Happy sailing and enjoy your Scot! 🚢

## THE FSSA CLASS FLAG



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# From the Editor

Kay Summerfield



**W**ell, our move to North Carolina is complete! Now we are working on unpacking things. As of now, my email address will remain the same. Check page 3 for my new address if you have a need to mail me anything.

Hope most of you have seen the article in *Soundings*. If you haven't seen it yet, see if a friend has one so you can check it out.

Dan Baird of Louisiana sent me a news-

paper article that appeared in the Times-Picayune (New Orleans). Clerc Cooper, 14, Jon Nunn, 14, and Chris Algero, 15, sailing a Flying Scot, along with Walter Leger and his son Rhett in an 11-foot rigid inflatable, saved the lives of three people in Lake Pontchartrain. Dan stated, "These youngsters are great sailors, and now heroes to boot".

The author and the newspaper gave us permission to run this story, and I hope you will read it and let these young peo-

ple know how proud you are of them. All too often the newspapers and TV broadcast all the things our teens have done wrong. It is such a nice thing to show our young sailors doing something so heroic.

Also in this issue is an article honoring Jeff Linton who was named Rolex Yachtsman of the Year. This is quite an honor to achieve. Jeff, you should be very proud of yourself.

When you see Jeff at the Midwinters give him a pat on the back! 🐾

## Gus Sails Undeclared in 2007

### 2007 MIDWINTERS

1st Place Fred & Fred Strammer

2nd Place Jeff & Amy Linton

### 2007 NAC CHALLENGERS DIVISION

1st Place - Michael & Greta Mittman

### 2007 NAC WOMENS

1st Place - Greta Mittman, Heidi Gough

### 2007 NAC CHAMPIONSHIP

1st Place Jeff & Amy Linton

### 2007 WIFE-HUSBAND

1st Place Jeff & Amy Linton

#### Congratulations to:

Bay Waveland Yacht Club, Buccaneer Yacht Club, Amy & Jeff Linton, Fred & Fred Stammer, Harry Carpenter, Richard Wade, Larry Taggart, John Dane, Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird, Natalie & Scott Mauney, Tom Lawton...and more!

Gus Sails was glad to be on board.

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# Many Records Set by 2007 NAC

by Noel Clinard, Event Chair, FS 5466

In June 2007, local and national sailors attended the largest Flying Scot North American Championship (NAC) in history on the 50th anniversary of the one design sailboat at Fishing Bay Yacht Club (FBYC) in Deltaville, Virginia. Six months later, accolades for the event, for FBYC, and for the participants were still flowing in. It was a banner success for the Flying Scot class!

From Sunday through Thursday, 119 Flying Scots competed for continental championship honors in 18 races in the Championship, Challenger, Women's, and Junior Divisions in the Piankatank River mouth and Chesapeake Bay just off Deltaville. Their success stood in marked contrast to the disastrous 2006 NAC in Marblehead, Massachusetts, struck by a microburst that damaged or destroyed much of the fleet.

According to participants, record attendance at the regatta was attributable to pent-up demand for a championship after the previous year's catastrophe, the central location of FBYC on the east coast, and the proximity to Deep Creek, Maryland, where the boats are built and where boat owners from across the country gathered to celebrate the 50th anniversary of the long-lasting sailboat design (with over 6,000 boats in existence).

Those attending the trophy ceremony saw awards to the top finishers in each of the fleet's divisions, many of them husbands with wives or fathers with sons or daughters, typical of the family-oriented class, including the top three in each division:

## Championship Division (59 boats)

- 1st** Jeff Linton/Amy Linton,  
Tampa FL
- 2nd** Kelly Gough/Heidi Gough,  
Dallas TX
- 3rd** Ryan Malmgren/Kris Smith,  
Madison WI

## Challenger Division (42 boats)

- 1st** Michael Mittman/Greta Mittman,  
Dallas TX
- 2nd** Tom Clark/Dick Dommell,  
Chattanooga TN
- 3rd** Greg Kampf/Diane Kampf,  
Linwood MA

## Junior Division (12 boats)

- 1st** Elliot Lee/Paul Lee, Detroit MI
- 2nd** Cori Radtke/Art Radtke,  
Weems VA
- 3rd** Alex Jacob/James Jacob,  
Alexandria VA

## Women's Division (8 boats)

- 1st** Greta Mittman/Heidi Gough,  
Dallas TX
- 2nd** Melanie Dunham/Carrie Carpenter/Carrie Berger,  
Pawling NY
- 3rd** Linda Nicholson/Ginny Mangan,  
Huntingdon Valley PA

Jeff Linton, winning skipper in the Championship Division, heaped praise on the volunteers of FBYC, including the race management, catering, launch coordination at three launch sites, trophy selection and presentation, and the many other aspects of managing the record-breaking one design regatta. Months later, as icing on the cake for the NAC and the Flying Scot class, Linton was named 2007 Rolex Yachtsman of the Year--one of the highest accolades in sailing--for his victories in Flying Scots and Lightnings.

Hans Noordanus, the governor of the Flying Scot Capitol District (the 2007 host district), thanked the Event Chair, Noel Clinard of FBYC, for running the greatest NAC ever and challenged next year's chair, Joe Thorpe, of Toms River, New Jersey, to equal or exceed it. Clinard remarked, "This record event would not

have been possible without the extraordinary effort of over 75 volunteers at FBYC--from the tractor drivers at the launching stations to the incredibly professional race management team led by John McCarthy of Portsmouth, Virginia--and the hospitality of the Deltaville community."

The buzz around the regatta culminated this winter, when FBYC was recognized at the US SAILING Annual One Design Symposium in Columbus, Ohio, by winning the award for the one design regatta of the year in recognition of the event management, the launch organization, the hospitality of FBYC's members, and the handling and recognition of sponsors, among other things. Noel Clinard and Ric Bauer of FBYC were present to accept the award, to the applause of FSSA President Barbara Griffin, who spearheaded the nomination for the award. The support for the event was also captured in an online quote by Bruce Cattanch, who wrote:

I've sailed regattas since 1967, and by FAR the best was the Flying Scot North Americans at Fishing Bay Yacht Club in Deltaville, Virginia. The attention to detail in the organization on land and on the racecourse was beyond belief. The club had cleared out the entire dinghy storage area for the Flying Scots that were dry sailed. Try to find a club that could have ALL its members remove their boats from dry storage! FBYC rented six lawn tractors for the regatta to move boats and trailers around. Measurement was by the book, quick, accurate, and easy for the competitors. Hospitality was everywhere, with members helping throughout the event. Even the drink cups were specially marked with the event logo. Dinners were located throughout the area, with excellent food and drink, and every element was handled with class and precision. On the water, the RC ordered up excellent wind and put together a solid series of races. Seeing 100+ Flying Scots on the water and racing was awesome. The finest regatta I have attended. I can-

*Continued On Next Page*

# One Of Those Days

by Dan Baird, FS 5594

**T**oday, friend Larry Taggart and newbie Melissa Owsiany and I went out into one of those days. When we got to the yacht club, someone was just coming in - in a YC boat - and asked if we would like to take it out instead of having to rig a boat ourselves. It was just a hint of things to come. Of course, we took her. It was a Kodacolor day: clear, dry, crisp, the kind of day you remember. It was a day of wind—15 to 20 with gusts to 24. (A Flying Scot's range ends at 18; it was

close.) The wind blew out of the southeast, which promised flat seas with BIG PUFFS. And so it was.

We threaded our way through a fleet of eight- and nine-year-olds in Opti's practicing their racing skills. We sailed out past the club and headed east. The wind shifted and blew in our faces. We accepted our fate and beat into the wind. We cheated a little and sailed closer to the wind than we should have. We had a plan: we would sail east till we ran out of room, and then we would turn tail and SURF. It took over an hour to fight to

windward. It could have been dryer and at times not so scary, but it was worth it. When we turned, it was wonderful. We danced with the wind. The Scot sat down and planed like a powerboat. She was alive. She danced here and jumped there. We raised the centerboard, and it was like giving a horse her reins; she took off at a full gallop. We were no longer crew - we were part of the Scot now.

Every once in a while you can sail like this. Over the line beyond full speed ALIVE! ▲

## CAPITOL DISTRICT Many Records *continued*

not believe another would ever eclipse this regatta at FBYC.

Despite the blistering heat on shore, the sailors were fortunate to experience four days of excellent wind conditions, with winds predominantly from the south at

6 to 18 knots, with more to the latter end of the velocity spectrum. These varying conditions challenged both the light and heavier crews and leveled the field of light-wind competitors from the lakes of the Midwest and those from the East and

Gulf Coast accustomed to heavier winds. At 6:00 a.m. the morning after the regatta, the fleet loaded their boats on trailers and headed for the 50th Anniversary celebration at Deep Creek, Maryland, where more fun was had by all. ▲



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PHOTO BY HUGH NORTON

# Lake of the Woods Invitational Regatta

By Jimmy Lee, FS 5276

The Sailing Club and Flying Scot Fleet 160 at Lake of the Woods in Locust Grove, Virginia hosted the 26th Invitational Regatta on April 28 & 29, 2007. The Lake of the Woods community celebrated its 40th Anniversary in 2007 and the regatta was selected as the opening event in that celebration. Dick Schultz, a frequent participant, and his wife Nancy again traveled from North Carolina for the event.



Local sailor and Junior Sailing Program instructor Alden Newcomb crewed for Dick in Ghost. David Meehan and crew Dave Lipper traveled from West River Sailing Club in Edgewater, Maryland. Mike Miller with the Wakes as crew Saturday and local sailors (the Lentines) on Sunday came from Fishing Bay YC in Deltaville, Virginia to participate. So did the Guenthers. And Hans Noordanus was sporting a new 50th Edition Flying Scot.

Winds were light Saturday morning but were predicted to increase during the afternoon with thunderstorms to move in later in the day and possibly poor conditions the following day. Principal Race Officer Larry Huntsman kept things moving and managed to get four races in Saturday before the weather showed signs of deteriorating. Local sailors took first, second, and third places in the

opening race in light going. Winds picked up to 10 mph during the afternoon. At the end of the day, Hans Noordanus and crew Claudia Stepke were well ahead in the standings followed by Mike Miller, with Sharon and John Wake crewing, comfortably in second place. Jimmy Lee and crew John Rush tied for third with Dick Schultz and crew Alden Newcomb.

After the racing and happy hour at the marina, dinner was held at the Clubhouse. Mimi Doan made the arrangements, decorated the tables, and oversaw that everything went smoothly at the dinner. The suggestion was made that, since there was only one race now scheduled for Sunday, additional races should be considered. After discussion, it was decided that the Notice of Race called for five races and that any held after that

wouldn't count in the standings.

On Sunday, The final race was won by Noordanus, confirming first place. Miller was second both in the race and overall. Schultz beat Lee for third place overall with Meehan only one point behind. Since the day was still young and the wind was good, an extra race for fun was held.

When the boats were put away, there was a pizza lunch and award ceremony. Prizes were given out for first and second places. The many helpers were thanked for their efforts including Larry Huntsman's Race Committee and Mimi Doan's social committee. Sailors were reminded of the NACs to be held nearby at Fishing Bay YC and the Class 50th Anniversary at Deep Creek Lake, Maryland both during the last week of June. 🍕

## Lake of the Woods 40th Anniversary Invitational Regatta • April 28 & 29 2007

### Results

BOAT #	SKIPPER/CREW	R1	R2	R3	R4	R5	TOTAL	PLACE
5744	HANS NOORDANUS/CLAUDIA STEPKE	2	1	2	2	1	8	1
2680	MIKE MILLER/SHARON & JOHN WAKE (SAT); SUZANNE & JOHN LENTINE (SUN)	7	3	1	1	2	14	2
1885	DICK SCHULTZ/ALDEN NEWCOMB	4	2	4	5	6	21	3
5276	JIMMY LEE/JOHN RUSH	1	7	3	4	7	22	4
4166	DAVID MEEHAN/DAVE LIPPER	5	5	6	3	4	23	5
5055	LEN GUENTHER/BARB GUENTHER	6	6	5	6	3	26	6
4435	DAN MCFARLAND/ERIC SCHRIER	3	8	7	7	5	30	7
2635	SAM WILSON/DAVE SIGNORI (SAT); NAN REID (SUN)	8	4	DNF	DNS	8	37	8

# Ask Jeff What Time It Is...

by Dave Thinel, FS 812, *Pig Pen*

January 16, 2008, was a thrilling day for many of us—the day US SAILING announced that our own Jeff Linton had won the 2007 Rolex Yachtsman of the Year Award. We had been hopeful he would win, but the competition was really stiff; it looked like a good case could be made for several of the nominees. Along with the Flying Scot, Jeff and Amy have been campaigning a Lightning for about ten years. Their Lightning results were truly impressive: 2007 World Champion, South American Champion, Winter Champion, and Southern Circuit 2nd place—all this in a class that is ultra-competitive, with large attendance and many professional sailors. Flying Scot results were similarly impressive: North American Champion, Wife-Husband Champion, and 2nd place at the Midwinter Championship. Throw in a Moth championship and a 2nd-place finish at the US SAILING Champion of Champions (sailed in a Snipe) and you have a helluva year and time for a new watch.

What, you may ask, is the attraction of these two wonderful and talented people to what some people (some really witty people) call a “Flying Sidewalk”? Well, this question and some others had crossed our minds and maybe yours, too.

Maybe the most obvious attraction is the size and longevity of the Scot class, with its many high-caliber regattas and competitors. Another factor—one that should never be overlooked—is the local fleet and/or district. Jeff and Amy are members of Davis Island Yacht Club in Tampa, Florida. The DIYC Lightning fleet had been falling on hard times and was down to a handful of boats. During that time, Mike Roberts moved Flying Scot Fleet 168 from nearby Clearwater to DIYC. Fleet 168 began to grow, and people noticed. The first Lightning sailor to get a Scot was Mark Taylor; next was Andy Hayward (current fleet captain), both longtime friends of Jeff and Amy. As Andy puts it, “I think [Jeff] got into a Scot for the same reasons most of us did—

—a great boat, great class organization, i.e., regattas, events, infrastructure. The Scot was different enough from the Lightning to make it interesting.”

Rod Koch, Mark, and I worked pretty hard at getting Jeff into a Scot, because we selfishly wanted him to elevate our own game! A lot of the credit belongs to Rod; he was bringing his dad’s boat up to DIYC and really was a spark. Rod and I terrorized Jeff on Thursday nights, with Jeff sailing his old Lightning. It became obvious that the Scot performed much better than its undeserved “Flying Sidewalk” reputation. No doubt that got ole Mr. Linton thinking....”

Recently, I asked Jeff about these and other topics:

***First, congratulations are in order!***

Thank you.

***Were you surprised you won?***

Yes and no. I thought I had a good chance, but there were others who had really good years, too, so you never really know what to expect. I think what may have done it was getting the Lightning Worlds and sailing in different classes.

***What was it like when you first found out you had won?***

Actually, I found out by phone while in West Marine in Miami. I was there getting some gear for the Etchells I was crewing on when I got the word. It was like, “Holy [cow]!!!!!!” It was really hard that I couldn’t tell anyone until US SAILING made it public. The other guys on the boat knew (and Amy, of course) since they were there at the time, but that was it.

When we were in Deltaville at the NAC last summer, I remember talking about the Rolex, and you mentioned that it was one of the only awards you still really wanted to win. I guess I really don’t think about trophies that much, but this is one I

have thought about and wanted to get my name on. It’s the biggie.

***Let’s switch gears a little. What were the main factors that led you to purchase your Scot?***

Our local Lightning fleet was down, and Andy Hayward, Mark Taylor, and some others were getting Scots. I wanted to have more people to sail against, so it was an easy choice.

The Lightning-vs.-Flying-Scot discussion goes way back. What are the biggest differences in racing them competitively? Well, there are probably more similarities than differences, but one that comes to mind is that the Lightning has more international events. Maybe another thing is that it can be a little harder to qualify in the Lightning; I’ve seen some very good sailors miss the cutoff.

***One of the amazing things to me about your sailing is that you sail regularly with your wife, Amy. Tell us about that.***

That was actually a nice surprise. When I bought my boat, I didn’t expect that we would be competitive. That’s been a bonus, and it’s great because now the two of us can play together.

***You and Amy weigh in at just over 300 lbs. Are you developing some techniques to reduce the disadvantage in breezier conditions?***

We actually have not sailed that many times in breeze with just the two of us. There was the one race at the 2007 NAC, but it wasn’t too bad. All we did was vang hard and ease the jib a little and play the main a lot. We did well enough to keep us in the regatta, which was the main thing. At our weight, you really have to take advantage of those eight-knot days and spinnaker runs to make some gains.

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to boat preparation for major regattas. I don't do anything crazy, but we do make sure that the pins are secured and that hardware is not going to break. The hull has to be perfectly clean, but the bottom cover helps out with that. It helps to have new sails, too.

***You have been a member of Davis Island YC for almost 30 years, and it is known as a tricky venue. Has that sharpened your skills for national and international competition?***

I think that may be a disadvantage for some Lightning regattas, where we encounter big breeze a lot. DIYC is more of a light-air venue and is really tricky, which may help for summertime Scot regattas. You do get to see just about everything, though, so that helps.

***The Scot fleet at DIYC has seen steady growth since Mike Roberts relocated it there from Clearwater. What do you see for the future of the fleet?***

I think it should continue to grow. There are some locals interested in boats right now, but there aren't many available. The fleet is the biggest at the club and people do notice that, so I expect the growth to continue.

***What is your number-one tip to offer other Scot sailors?***

The boats are so even that it can be really hard to make speed gains on the racecourse. I guess the one thing I would focus on would be to sail the Scot as flat as you can. It doesn't feel very good, but it works.

***What Scot events do you expect to attend in 2008?***

We plan to do the three big ones—the Midwinters, the Wife-Husband, and the NAC.

One of the coolest things about the sport of sailboat racing is that we get to sail against the best in the world. You can't say that about football, baseball, basketball, etc. Reviewing the list of previous Yachtsman of the Year winners really drives home the point of how huge this is.

I think these final comments from

Andy say it best: "As you well know, Jeff likes to compete, period – be it pool, darts, basketball, soccer, fishing, or, of course, sailing. Jeff would race a Morgan Out Island 41 if there were a solid fleet of competitive boats/sailors at the club. We are blessed to be able to

go toe-to-toe with a true superstar and to call him our friend. For all that he is as a sailor, he is also a genuinely nice guy. He will always be my friend, no matter how many times he crushes me on the racecourse."

Congratulations, Jeff and Amy! 🚢

***"One of the coolest things about the sport of sailboat racing is that we get to sail against the best in the world. You can't say that about football, baseball, basketball, etc. Reviewing the list of previous Yachtsman of the Year winners really drives home the point of how huge this is." – Jeff Linton***



PHOTO BY DAN NURNEY/ROLEX

#### US SAILING's Rolex Yachtsman and Yachtswoman of the Year Awards

Established in 1961 by US SAILING and sponsored by Rolex Watch U.S.A. since 1980, the Yachtsman of the Year award recognizes one male sailor for his individual outstanding on-the-water achievement within the calendar year; the Yachtswoman of the Year award recognizes one female sailor for her individual outstanding on-the-water achievement within the calendar year. These prestigious awards are viewed by the sail-racing industry as among the nation's top sailing distinctions. A slate of nominees, determined by the membership of US SAILING, is presented to a panel of accomplished sailing journalists, who together discuss the merits of each nominee and then vote to determine the ultimate winners. Please note that nominees must be U.S. citizens who are currently eligible to represent the U.S. in international competition.





# Teens Help Pluck Boaters from Lake

## Trio In Frigid Water Fought To Stay Afloat

by Bruce Nolan, Staff Writer, Times-Picayune

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Amateur boaters in New Orleans are praising the quick, bold work of three teen sailors, who helped rescue three chilled and exhausted people whose boat swamped in Lake Pontchartrain this month.

Tom Long, a board member of the Southern Yacht Club, said the club hopes to gain national recognition for Chris Algero, 15, Clerc Cooper, 14, and Jon Nunn, 14, who were sailing a 19-foot sloop on the chilly afternoon of Jan. 13 when they saw a shallow-draft fishing boat swamp in heavy chop on Lake Pontchartrain.



On a windy day with air and water temperatures in the upper 50s, the swamped boaters were without life jackets and slipping quickly toward hypothermia, which would have left them unconscious.

"I'd venture to say these people saved three lives," Long said.

The teens are relatively experienced sailors whose boat, owned by the yacht club, could handle the stiff winds and irregular two-foot chop on the lake that day, Long said.

### Fishing Boat Swamped

According to the teens, they had just sailed into the lake past the protective breakwater at West End when they saw the fishing boat 50 to 100 yards offshore being tossed about, its outboard motor apparently dead.

Three people aboard clustered around the motor; with so much weight at the stern, the boat was quickly swamped by the first wave to wash over the transom.

The teens later told authorities they sailed close to the swamped boat, where they saw two men and a woman struggling in the frigid water without life jackets.

"The were just flailing about" said Cooper, a freshman at the Academy of the Sacred Heart. "They could keep their heads up for about 30 seconds, then their heads would go under. They'd come up and be struggling even more. It didn't look like they had an idea how to swim; they were just moving about whatever way they thought would work."

Aboard the sailboat, Cooper stripped off her life jacket and tossed it to the woman. Algero and Nunn, students at Brother Martin High School, threw her a bowline and hauled her close to the boat.

### Diving In

While Algero and Nunn grappled with the panicked woman, Cooper grabbed another life jacket and jumped in the lake, swimming for the two men.

"I knew all the odds were against those people in the water," she said this week. "I knew how to swim. I'm not a certified lifeguard, but I had some preparation (for) what to do. I couldn't watch those two people drown in front of me, so I just dropped in."

Cooper said she gave one man the flotation device, then saw the second seize a seat cushion that surfaced from the swamped boat.

Cooper pulled herself atop the over-

*Leger and his son found the two men overboard deeply chilled and exhausted. He said one was slipping into unconsciousness, his eyes rolling white. He said the other was only a little stronger.*

turned hull just as Walter Leger and his son, Rhett, appeared on the scene, pushing through the rough water in their 11-foot rigid inflatable boat.

Leger, a lawyer well known as a member of the Louisiana Recovery Authority, said he was trying out the newly purchased boat in the relatively sheltered water at the mouth of the West End harbor. He said he thought conditions in the open lake were too rough for his little boat to venture out safely.

But Leger said he saw the sailboat in the distance, its sails flapping uselessly, and headed for the scene.

"I told my son to get up in the bow; I was afraid the wind would catch us and flip us backward. He was catching waves breaking over the bow," Leger said.

### Pair Barely Conscious

Leger and his son found the two men overboard deeply chilled and exhausted. He said one was slipping into unconsciousness, his eyes rolling white. He said the other was only a little stronger.

By the time the two men were hauled aboard the little boat, both were shaking uncontrollably and drifting in and out of consciousness, Leger said.

Meantime, Leger said he called out to Cooper, who was sitting atop the hull, wearing a wetsuitlike vest and tights. The stiff north wind was blowing everyone toward the seawall, where a small crowd of onlookers, National Guard soldiers and police shouted advice and encouragement – none of which Cooper could hear.

"I had no flotation, but I knew I was fine," she said. "I knew someone eventually would come for me, so I wasn't worried about that."

While the Legers collected the two men, Algero and Nunn sailed back to the yacht club and delivered the woman to help there. And as the Legers delivered their

passengers to the dock at nearby Landry's restaurant, Algero, Nunn and two others grabbed a powerboat and raced back into the chop in front of the seawall.

They collected Cooper off the swamped boat and returned her to the yacht club.

### Rescued Trio Unidentified

The five rescuers said they did not know the names of the people in the water, where they came from or why they ventured into conditions that overmatched their equipment and expertise.

The Coast Guard has a record of the incident, having been summoned by a radio distress call from the Legers. But the Coast Guard arrived after all the boats had left the scene and has no idea who was involved, a spokesman said.

Christy Yenni, a manager on duty at the yacht club that day, said the woman identified herself as Samantha. She told her rescuers that she was from out of town and that one of the men was her boyfriend, but that is all any of them know about the three.

Paramedics took them away to warm them and check them out, and no one has heard from them since.

Their overturned boat, with its registration, apparently broke up and sank, Long said. And paramedics' records are protected by privacy barriers.

"We've tried to track them down; they seem to have vaporized," Long said.

Long praised the Legers – and especially Algero, Cooper and Nunn, who are junior members of the club – for their work.

He said he hopes the club can call the Coast Guard's attention to their rescue. The club also hopes to nominate the five for an annual sea rescue award sponsored by the U.S. Sailing Association.

Bruce Nolan can be reached at [bnolan@timespicayune.com](mailto:bnolan@timespicayune.com) or (504) 826-3344. ▲



Ryan & Gary power through leftover chop in moderating breeze.



# Redneck Pond Boy Hits Big Time Regatta

By Lawrence C. Melton

Lake Murray Sailing Club – Columbia, SC

It's 6:00 a.m. on Easter Sunday at the first rest area East of Columbia on I-26. My buddy Rob Hammell and I have been up since 4:00 a.m. packing in the dark, eating in the dark, brewing coffee and tea and loading thermos bottles and coolers of caffeine and sugar and road-ready ham sandwiches and jars and cans of mixed nuts and Cadbury's chocolate Easter eggs, all for our first BIG REGATTA, the 2008 Flying Scot Winter Regatta in St. Petersburg, Fla.

**T**he rest area is crowded with jumbo trucks, ten wheelers, forty wheelers, their motors running, their drivers asleep. We don't see Allan Gowans. But we know he will be there. Because he told us to be there at 6:00 a.m. or FORGET IT!!! We prowl along the trucks. There's a boat behind a solid gold Land Rover. It's a Flying Scot. It's Allan. Bob

Walrath is not far off. They are pacing. I check the dashboard clock. We're a few minutes early. We check in. Ryan Gaskin and Gary Wulf are late. Allan is eager to go. Finally they show up. Three Scots. Two brand new boats cleaned and polished with space-age Teflon and covered in layers of finery from the *Sailor's Tailor* or maybe *Lord & Taylor* from the looks of the stuff, spiffy and fast with tony little covers for the end of

*Continued On Page 17*

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## **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...**

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## **Tapered Aluminum Spinnaker Pole...**

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

## **Flying Scot® Embroidered Shirts & Caps...**

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## **Motor Bracket...**

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

## **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 grommets not incl.)

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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.

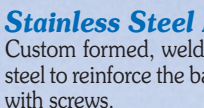
## **Plastimo Contest Tactical Compass & Mount...**

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.



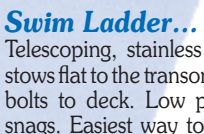
## **Stainless Steel Mast Sleeve...**

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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the mast with custom-made red streamers. My boat, a couple of thousand sail numbers lower than the others, cracks in the gel coat, stains on the bow, oxidation bumps on the topsides, mildew stains on the primitive cover, is relegated to the rear of the convoy, the hand-tied red bandana on the end of my mast mocked and scorned by the fashion-conscious as something worthy of a good nose-blow. Yet, questions of style aside, we are soon underway, jabbering on our hand-held VHF's, off for a great adventure, six guys pushing if not over 60, playing out their own version of a classic "buddy" film in the manner of Bob Hope and Bing Crosby ("Road to St. Petersburg"), or perhaps one of the endless series of Terry Thomas "Carry On" films, say, "Carry On Down to Saint Petersburg."

#### CLOUD ON THE HORIZON

Everything's great. Except for Bob Walrath!! Seconds after checking in with Allan, Bob announces a FRONT, a front going through St. Pete!!! This in contrast to the 1-foot chop, 6 – 12 knots 10-day forecast we have been seeing on the internet for the last few weeks, months, years. We ignore Bob. It's only Bob! What the #%\$^&\*^ does Bob know anyway!?

#### EIGHT HOURS LATER

Eight hours later we arrive at the St. Petersburg Sailing Center. It's crowded. There's no place to park. There are people from Maine, Wisconsin, Michigan, Kansas. Their boats look hot, hot, hot and they all seem really competent, greeting old friends from old Regattas. There are groupies and fans. They know who the hot shots are. They know Allan. They don't know us. Just as well. But there's nobody in charge. We look to Allan. Allan gets things done: don't know how, but somehow, we get our boats unhooked, our SUV's out of the lot, out masts up and our gear sorted out. We get to the hotel. They've heard of us! We make it to the St. Petersburg Yacht Club ("SPYC"). They make us members!!! Okay, okay, TEMPORARY members. And, hey, you South Carolina clod-hoppers, the SPYC is like one of Charleston's finest hotels, BUT BETTER, and they did check our topsiders for signs of red clay, but, you know, one just has to accept this as part of the learning curve to the BIG TIME!

#### BOB WAS RIGHT

Wouldn't you know it! Bob got it right! Day one brought 4-foot (looks bigger, looks like 12-foot) chop and 25+ knots of wind. The LMSC crowd retreats to the Million-Dollar Pier and watches the hardy sailors from salty venues as they churn around the course, bucking up and down as much as going forward. Six go down. One turtles. We are high and dry. DISCRETION . . . we say . . . BETTER PART OF VALOR . . . we say . . . over and over . . . but we envy the sailors coming in and getting their red badges of courage from comely sea nymphs who appear out of nowhere as the Scots come in. NONE BUT THE BRAVE DESERVE THE FAIR. We determine to do better!

#### TOP GUN SCHOOL AND LESSONS LEARNED

Here's the best and most amazing part of the whole Regatta. Every morning, and every afternoon, we got a briefing from local experts and those who had sailed particularly well. Greg Fischer of North Sails led the presentation. Mark Eagan (New Orleans) and Allan Terhune (Annapolis) are my heros. These guys know a lot, they share a lot, they care about the sport and the boat and they don't mind rubbing elbows with the little people. This was impressive. They took all sorts of questions from people at my level and never talked down to anyone. There's a rosy glow (fueled in part by the afternoon keg of Michelob that

*These guys know a lot, they share a lot, they care about the sport and the boat and they don't mind rubbing elbows with the little people. This was impressive.*

showed up as regularly as the tides) and a sense of belonging. BIG LESSON: In heavy conditions, bail out the boat. An inch of water in the Scot is like a crazy fat man running around the boat and out of control!!! It's a great thing we are part of, and we will get better!!! Yes!!!!

#### DAY TWO

Conditions are better. 3-foot chop and 18 knots! We venture out. As we tack out of the harbor a Scot is being pulled back in. The mast is bent, "crooked as a dog's hind leg" comes to mind, but I

don't say it, aware that my red-neck roots are showing. Turns out she heeled over out of control and hit the committee boat. See, I told you there're people out here at my level!!!! We sail out (1 \_ mile) to the starting line. It's blowing. There are waves, real waves! We tack. I fall off the windward gunnel into the boat but hang on to the tiller and we don't broach. We do that again. There are other boats. I look at their skippers. They have about as much control as I do. We go down the line and head back. Allan and Bob are already in. Allan is pacing the dock: "Boy, I'm glad to see you," he says. "You have no business being out there." And he's right. It's back to the Million-Dollar Pier. But HONOR IS NOT LOST. Ryan and Gary complete the day's races with a respectable finish!!!

#### DAY THREE

This is our day. The wind drops and the Bay flattens. Rob and I spend the day tagging along and getting our spinnaker technique down, doing what we had planned to do on day 1! The wind dies at the end of the second race and we are last heading in when, here comes a boat. It's Greg Fisher himself! He offers us a tow. We decline! We're okay. We're working on our spinnaker technique. Greg offers to help. He motors around us for 15 minutes offering tips. THIS IS IT MAN!! We got a free spinnaker lesson from Greg Fischer!!! I mean this is WORTH IT ALL!!! We are set for Thursday. Thursday is going to be our day!!!

#### PAINTED SCOTS UPON A PAINTED BAY

Except on Thursday the wind died. I mean DEAD!!! The race started and the boats squat on the line. We're bobbing with the tide back to Tampa!! We moor together and wait until 1:30 p.m. We're towed in. Fifty boats under tow, the committee boat pulling twelve Scots two by two. It's a pretty sight, but it's not sailing.

#### AND THAT WAS IT

She's over. You step down the mast, go to the banquet (yes, blue blazer and all), load it all up and drive back. It was not what we expected, not what we planned, but IT WAS GREAT! And I'm ready to do it again. Anyone need crew? Anyone want to crew? ▲

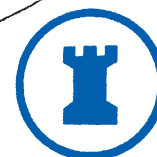
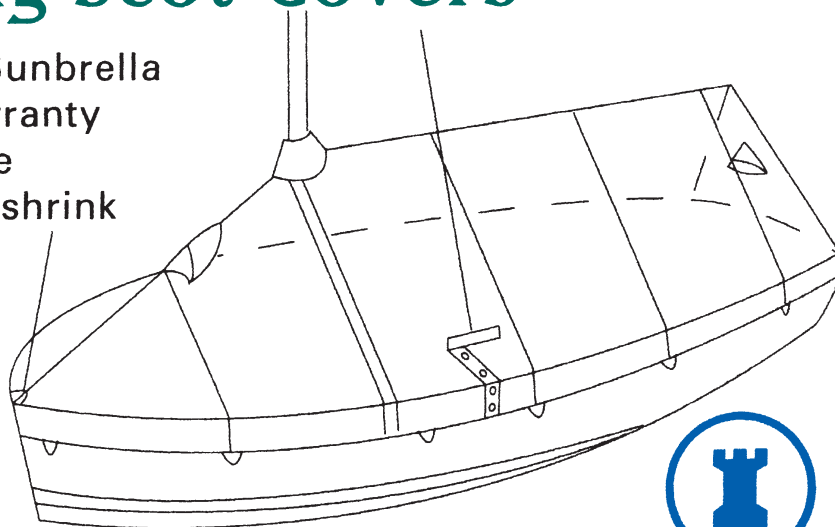


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### FS 5617/Fleet: 0

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### FS D674/Fleet: 0

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## Michigan-Ontario District

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## New England District

### FS 5239/Fleet: 150

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## Ohio District

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## Pacific District

### FS 978/Fleet: 40

Peter Ackley  
20 Tappan Rd  
San Anselmo, CA 94960

# STARTING LINE Calendar Of Monthly Events

**2008 Sarasota Scot Team Race**  
**Sarasota Sailing Squadron**  
Postponed til November 09

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

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

**Keowee Cup Regatta**  
**Keowee Sailing Club**  
**Seneca, SC**  
**May 3 and 4, 2008**

Contact Terry Keane,  
jtk@nctv.com

**Buckeye Regatta**  
**Hoover Sailing Club**  
**Columbus, OH**  
**May 17 and 18, 2008**  
Contact Dave Lonsdale  
dlonsdale3895@wowway.com

**Early Bird Regatta**  
**North Sails Clinic**  
**Cedar Point Yacht Club**  
**Westport CT**

**May 17 and 18, 2008**  
May 16 - set up/tuning)  
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**

Info: www.csa-sailing.org or  
contact Fleet 83 Captain Jim  
Harris, at 314-966-8404  
jamesbharris@att.net

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

**Michigan-Ontario District Championship**  
**Crescent Sail Yacht Club**  
**Grosse Pointe Shores, MI**  
**June 7 and 8, 2008**

For more information visit  
www.crescentsail.com

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

For more information visit  
www.okcboatclub.com

**Berlin Yacht Club's Annual Regatta**  
**Berlin Yacht Club**  
**North Benton, OH**  
**June 14 and 15, 2008**

For more info. contact Jim  
Diffley - jmdiffley@  
sbcglobal.net

**Douglas/ Orr Regatta**  
**Sprite Island Yacht Club**  
**Norwalk, CT**  
**June 21 and 22, 2008**

For more information contact  
Jim Cummings 203-650-5361  
captjim516@aol.com

**Fleet 42 Summer Solstice Regatta**  
**Selby Bay Sailing Center**  
**on Chesapeake Bay**  
**Edgewater, MD**  
**June 21-22, 2008**

For more information visit  
http://fs42.org/ or contact  
Pat Schermerhorn,  
Regatta Chair, at  
Rogerscher@verizon.net

**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

**Pig Roast - Cowan Lake**  
**Wilmington, OH**  
**July 12 and 13, 2008**  
Contact John C. Larsen  
skipperjohn@fuse.net

**North American Championship**  
**Toms River Yacht Club**  
**Toms River, NJ**  
**July 20 - 23, 2008**  
www.tomsrivernac.com

**103rd Annual Ephraim Regatta - Ephraim Yacht Club**  
**Ephraim, Wisconsin**  
**August 1 - 3, 2008**  
For info: Jay Lott  
414- 322-7880  
jlott@reinhardtlaw.com

**Sandy Douglass Memorial Regatta**  
**Deep Creek Yacht Racing Association**  
**Deep Creek Lake, MD**  
**August 1 - 3, 2008**  
For info: Roger and Barbara  
Levin Ph: 301-387-7804  
roglevin@aol.com

**Ohio Districts at Sandy Douglass Deep Creek, MD**  
**August 2 and 3, 2008**  
Heidi & Tom Kammer,  
hkammer@comcast.net

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

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

**Flying Scot Eastern Women's Regatta**  
**Deep Creek Lake, MD**  
**August 9 and 10, 2008**  
Contact Geri Meehan  
at gmeehan@earthlink.net or  
call 301-387-3469 after 5/15.

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

**Crystal Ball Regatta**  
**Crystal Sailing Club**  
**Crystal, MI**  
**September 6 and 7, 2008**  
www.sailcsc.org

*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** Located in Chandler, AZ Contact: Michael Ybarra, 602-619-7117, [ybarra18@aol.com](mailto:ybarra18@aol.com)

**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** Located in Sarasota, FL Contact: Ron Pleisch, 941-358-3101, [regattafam@aol.com](mailto: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/f/s. **\$1200** Located Sarasota, FL. Contact: Jim Egan, 941-544-8654, [jimaegan@comcast.net](mailto:jimaegan@comcast.net)

**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** Located in Dunstable, MA. Contact: Joseph VLcek, 978-649-0423 [Joseph\\_VLcek@yahoo.com](mailto: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** Located in Lake of the Woods, VA Contact: Hans Noordanus, 540-846-1605, [hans.noordanus@lowsc.org](mailto: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** Located in Mansfield, MA. Contact: David Simpson, 508-339-5917, [sumo44@verizon.net](mailto:sumo44@verizon.net)

**FS 2335** - Douglass built in 1973. Hull in excellent condition, white with red stripe. Trailer. Day and Winter covers. **\$3500** Located in New Fairfield, CT. Contact: Don Christesen, 203-312-8189 e t c 1 2 6 @ charter.net

**FS 2346** - Customflex built in 1973. Good condition. 2 sets of sails. Schurr sails for racing. Spinnaker and pole. Trailer. **\$3500** Located in Sarasota, FL. Contact: Scott Wilson, 941-350-4375, [swwilson3@hotmail.com](mailto:swwilson3@hotmail.com)

**FS 2847** - Douglass built in 1976. 2 mains, 2 jibs, 1 spinnaker. Race ready, excellent condition. Galvanized trailer, mooring cover, **\$5200** Located in Lake Eustis, FL. Contact: Tom Leahey, 704-609-6226, [tomleahey@embarqmail.com](mailto:tomleahey@embarqmail.com)

**FS 3098** - Customflex built in 1978. White, natural bottom. Two sets of sails, spinnaker, trailer, needs some updating for racing. Priced below the formulas of 1.3 times the boat number **\$3000** Located in Warren, OH. Contact: Jerry Donohoe, 330-856-7470, [jerdnh@aol.com](mailto:jerdnh@aol.com)

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

**3902** - Douglass built in 1983. Racing rigged with controls lead aft to triple console cleat, North snug rig sails, carbon spinnaker pole, tapered spinnaker sheets, older Schurr sails, Spinnaker trailer/mooring cover, main, mast, swim ladder, '83 2HP evenrude motor, trailer, ready to race. **\$6000** Located in NJ near Philadelphia. Contact: John Mangan, 856-786-1483, [mangan@comcast.net](mailto:mangan@comcast.net)

**FS 3979** - Douglass built in 1984. Racing rigged with controls lead aft to triple console cleat, Needs new sails. Sailor Tailor trailer/mooring cover, swim ladder, nice trailer, ready to race. Raced and dry stored at LNYC for past 5 years. Never sailed in salt water. **\$5000** Located in Charlotte, NC Contact: John Mangan 856-786-1483 856-701-6119 [mangan@comcast.net](mailto:mangan@comcast.net)

**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.** Located in Georgetown, Ontario. Contact: Carmen Braund, 905-873-9858

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

**FS 4742** - Douglass built in 1991. Excellent condition. Galvanized trailer, motor mount, sailed twice Gus Sails main and jib, under the deck spinnaker downhaul. Like-new Taylor's Tailor cover with side skirts. Ready to sail! **\$6250** Located in Chattanooga, TN. Contact: Jim Prettyman, 404-401-3433, [prettymanj@gmail.com](mailto:prettymanj@gmail.com)

**FS 5047** - Flying Scot built in 1996. Maintained in racing condition. Yellow hull and deck. Two full sets of North Sails, original set plus tight rig set in racing condition bought October 2003. Load Rite trailer with 2-year old tires. Inside storage October through April. **\$10,500** Located in Millersville, MD. Contact: Peter Salmon-Cox, 410-987-0281, [june9peter@aol.com](mailto:june9peter@aol.com)

**FS 5204** - Flying Scot built in 1999. Very lightly used, but race-ready. North sails, teak keel cap, cross sheeting w/2:1 purchase, integrated helm line-control console, custom braided hiking rope, custom brace blocks, padded rudder storage bag, full Sailor's Tailor cover; Light anchor and rope; bow float & stern port, dock bumpers, paddles, Aluminum low rider Trailer. **\$10,000** Located in Westford, MA. Contact: Curtis Johnson, 978-501-0586, [cjohnson@parker.org](mailto:cjohnson@parker.org)

**FS 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, Tac Tik racing compass; 2007 Sailor's Tailor cover; Light anchor and rope; Trailer with spare tire; VHF radio; **\$9800** Located in Sanford, FL. Contact: Robert Newland, 407-416-7511, [robert@bluespringpartners.com](mailto:robert@bluespringpartners.com)

## STARTING LINE

Continued From previous page

**Harvest Moon  
Atwood Lake Yacht Club  
Dellroy, OH  
September 6 and 7, 2008**  
Contact Joseph Cline,  
[jkczoar@roadrunner.com](mailto:jkczoar@roadrunner.com)

**Annual Whale  
of a Sail Regatta  
Carlyle Sailing Association  
Carlyle Lake, Illinois  
September 13 and 14, 2008**

[www.csa-sailing.org](http://www.csa-sailing.org) or  
contact Jim Harris,  
at (314)-966-8404  
[jamesbharris@att.net](mailto:jamesbharris@att.net)

**Michigan Hot Scot Regatta  
Portage Yacht Club - Fleet 20  
Pinckney, Michigan  
September 20 and 21, 2008**  
Contact Bob Johnson (BJ)  
(734) 368-6518  
E-mail: [bjohn64@aol.com](mailto:bjohn64@aol.com)

**Atlantic Coast Championship  
Selby Bay Sailing Center  
Edgewater, MD,  
September 27 and 28**  
Additional information will be  
posted at a later date.

**Sail for the Grail  
Moraine Sailing Club  
Lake Arthur, PA  
Contact Dan Gelman  
[dangelman@gmail.com](mailto:dangelman@gmail.com)**

**Cave Run's Annual Regatta  
Cave Run Sailing  
Association  
Moorhead, KY  
October 4 and 5, 2008**  
Contact David Davison  
[David.M.Davison@USA.dupont.com](mailto:David.M.Davison@USA.dupont.com)

**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  
 Mooresville, NC  
November 1-2, 2008**  
Bill Reinke, 704-483-4172 or  
[bbreinke@charter.net](mailto:bbreinke@charter.net)

**Jubilee Regatta  
Pensacola Yacht Club  
Pensacola, FL  
November 8 and 9, 2008**  
Bernie Knight (850) 995-1452  
or [bak37bav@msn.com](mailto:bak37bav@msn.com).



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