

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 53 NUMBER 1 2009

**SINGLE-HANDED
REGATTA AT MYC
CHAOS CUP**

**SECOND
ANNUAL
GLOW II
REGATTA**

**SOMETHING TO CONSIDER FOR YOUR
BOAT AND CREW**

**HURRICANE HANNA
HAUNTS**

59TH ANNUAL MYC REGATTA

**A FLYING SCOT
WEEKEND**

**POT OF
GOLD AT
THE END
OF THE
RAINBOW**

NEW ENGLAND DISTRICT HIGHLIGHT

**MASTERS
CHAMPIONSHIP**





1st North Americans
1st Midwinters

FAST^{est}

Photo: Allan Terhune and his wife Katie dominating the 2008 North Americans using North's new **AP mainsail**, our **Snug Rig jib** and our **BR-1 Full Radial spinnaker**. In fact, North Flying Scot sails are the choice of the top teams in the circuit, including also the Midwinters winners. ***When performance matters, North is the only choice.***

Photo by Art Petrosemolo www.fsnaphotos.com



Faster by Design
www.OneDesign.com

ONE DESIGN CHESAPEAKE
Greg Fisher (410) 212-4916 greg@od.northsails.com
Allan Terhune (410) 280-3617 allan@od.northsails.com

ONE DESIGN EAST (203) 877-7627
Brian Hayes brian@od.northsails.com

Flying Scot® Sailing Association

One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney C. Waldrup, Executive Secretary

PRESIDENT

Barbara Griffin*
208 Oakcrest Lane
Pittsburgh, PA 15236
412-653-3056 • barbg2259@aol.com

FIRST VICE-PRESIDENT

Charles Buffington*
490 Broadmoor Avenue
Pittsburgh, PA 15228
412-388-1666 • buffingtoncw@anes.upmc.edu

SECOND VICE-PRESIDENT

Tom Lawton*
102 E. Connally Street
Black Mountain, NC 28711
828-669-5768 • tlawton@mac.com

SECRETARY/TREASURER MEMBERSHIP COMMITTEE

Diane Kampf*
185 Union Street P.O. Box 9
Linwood, MA 01525
508-847-8401 • dianekampf@charter.net

COMMODORE

Glenn Shaffer*
39 Wilkinson Way
Princeton, NJ 08540
609-883-6688 • gshaffer@ieshaffer.com

IMMEDIATE PAST COMMODORE

William B. Ross
178 Woodstream Circle
Mooresville, NC 28117
704-564-7418 • wboss1@windstream.net

FSSA MEASURER

Robert J. Neff*
1032 Old Turkey Point Road
Edgewater, MD 21037
443-994-1932 • neffenterprise@yahoo.com

EDITOR, SCOTS n' WATER

Kay Summerfield*
1035 Horse Pen Swamp Road
Washington, NC 27889
252-946-0505 • slokay@earthlink.net

AMMENDMENT COMMITTEE

Dan Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
412-831-1042 • samoyed4@verizon.net

WEBPAGE EDITOR

Hank Sykes*
76 McKinley Avenue
New Haven, CT 06515
203-397-2262 • hasyk1@comcast.net

PARLIAMENTARIAN

Larry Taggart*
5809 Memphis Street
New Orleans, LA 70124
504-482-7358 • taggline@usa.net

DESIGNER (1904-1992)

Gordon K. Douglass



From the President	4
From the Editor	5
Single-handed Regatta at MYC	6
Something to Consider for Your Boat and Your Crew ...	9
Hurricane Hanna HAUNTS the 59th Annual MYC Regatta	10
A "Sailboating" Poem	15
The Pot of Gold at the End of the Rainbow	16
Chaos Cup	20
A Flying Scot Weekend	21
Masters Championship	24
New Project at Fleet 163 Aims to Increase Attendance at the 2009 Wife-Husband Championship	27
Fleet 135 Hosts Second Annual Glow II Regatta	28

In Every Issue

New Members	31
Starting Line	32
Caveat Emptor	32

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. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

SCOTS n' WATER - Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at One Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume M, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

Publication Mail Dates: Issue #1, **January 15**; Issue #2 **March 15**; Issue #3, **May 15**; Issue #4, **July 15**; Issue #5, **September 15**; Issue #6, **December 15**.

Postmaster: Please send change of address to Scots 'n Water, FSSA, One Windsor Cove, Suite 305, Columbia, South Carolina 29223.

PROOFREADER: Marti Worthen - Fleet 48, LNYC.

STAFF EDITOR/PROOFREADER: Nancy H. Cooper (800) 445-8629.

ADVERTISING: Christina Hicks (800) 445-8629.

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

*Denotes Executive Committee Members



From the President

by Barbara Griffin, FS 2259



Dear fellow sailors,

The true spirit of Scot sailors: Arriving at Lake Norman Yacht Club for the Flying Scot Fall 48 [first weekend in November] in the gathering dusk on Friday evening, we found some funny-looking "Scots" parked on the club lawn. On closer inspection they turned out to be Thistles. What were they doing at a Scot regatta? Lake Hartwell, South Carolina—the Thistle venue for their weekend regatta—had just been dropped to a level that made racing there impossible. So four days prior to the regatta, with a call to LNYC, the Thistles were, without hesitation, invited to come join us, combining their Bloody Mary regatta with our Fall 48. It turned out to be a delightful regatta, with spontaneous interaction and courtesy shown between the two fleets. Don Smith graciously expanded his Saturday barbeque to accommodate 50 more guests! Food and drink planned for the separate regattas were shared by both fleets. The Scots particularly enjoyed the Thistle traditional Bloody Marys! And on the shared racecourse, uncommon courtesy was shown, keeping out of each other's way whenever possible. I think we all went away with some new friends and a greater appreciation for sailors of another class. Lake Norman YC is to be commended for its true spirit of sportsmanship and spontaneity—a real tribute to both classes!

There was an excellent article by Tom Dove about the Scot (with great pictures) in the December issue of *Northeast Boating*. It's titled "Classic, Fun, and Thrifty." Dove claims the Scot is "one of the most successful and beloved boats in the world of sailing"! He attributes this to the strict adherence to the one-design concept over 50+ years, the integrity and personal service of the boat builder, and the strong class organization. All this helps to maintain the boat's value. Case in point: the winner of the aforementioned Fall 48 regatta was Geoff Spencer, sailing FS 24. Plus, I personally know a couple of octogenarians who are racing and doing very respectably! The Scot is both a family boat and a racing boat. It is easy enough to sail but very challenging to sail it well. Bottom line—it's a terrific boat!

Updates on the FSSA-sanctioned regattas: In regard to the recent survey on the North American Championship format, the results have been compiled (thanks to Dan Goldberg) and appear on the Web site (<http://www.fssa.com>) and in issue #6, 2008, of *Scots n' Water*. The survey was conducted to determine the interest in keeping the NAC as a five-day, eight-race (with qualifiers) regatta, or changing it to three days with six races (without qualifiers) or some other format. The results indicate no clear direction. The board of governors will discuss the results at

the Midwinter Championship and will make a decision on what, if any, change to make. Again, thanks to all of you who responded.

For the Masters regatta (Oct. 18-19), the attendance was disappointing, but the boats that participated enjoyed the racing, the fellowship, and the very well planned social schedule. Thanks to Jim Coulter, regatta chair, and the Ft. Walton Yacht Club for hosting this and for all their hard work in making it a success and a memorable experience for those attending!

The board of governors will be considering options for the future of the Masters, using the results of a survey conducted in July 2008. The current bylaws require that the skipper must be 60 years of age, and the combined ages of skipper and one crew member must total 120. For the 2008 Masters, we changed that to accommodate a crew of any age. However, this did not increase participation. We promised another survey after this event, but decided against it, because we do not anticipate getting any significant new information. Besides which, I think we are surveyed out! As are the compilers!!

Reminder: Don't forget the Midwinters, March 23-27 in St. Petersburg, Florida. We had great attendance last year. Hoping to do even better this year. The Top Gun School was a real draw and will be offered again.

Happy sailing! ▲

THE FSSA CLASS FLAG



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.

Price is \$25.00 plus \$6.00 S&H.

To order please call FSSA at...

(800) 445-8629



The start of the 1st Race.

Single-handed Regatta at MYC

by Diane Kampf, FS 5857 and
New England District Governor

Are you used to sailing with your crew on board? Do you think it would be fun to find out who really controls the boat? Or do you just want to see what it's like to sail alone, to see if you can do it? At Masapoag Yacht Club in Sharon, Massachusetts, we had our 3rd Annual Single-handed Regatta on September 1, 2008.

The races were scheduled to start at 1:00 P.M., but at 11:00 A.M., although it was 80° and sunny, the wind was blowing 25+ knots. There were white-caps and heavy gusts all over the lake.

There was one lone skipper who had his boat in the water at the dock, raring to go out and sail. In the interest of safety and common sense, we weren't sure if we were going to have a regatta or just a party.

By 12:00 noon, there were fewer whitecaps and a few more brave skippers started signing up and putting their boats in the water. And by 12:30 P.M., we had no whitecaps, and we started to believe we could pull it off. By 12:45 P.M., we had nine boats signed up and launching, the race committee was out setting marks, and we had a regatta!

With the wind building from time to time, the skippers all agreed to sail with no spinnakers and eventually agreed to sail with no jibs. We do believe that, had they not made that agreement, we would have had a few people swimming instead of sailing. Without the jibs, it was harder to point the boats but it was easier to keep them upright and, since everyone had no jib, it was an even playing field. We did manage to get through all three races with everyone upright and no one needing assistance from the rescue committee.

PRO Randy Rubinstein and Dave Nelson on the race committee boat opted for simple courses. They had the rescue boat crew, John Day and Steve Habbe, set windward and leeward marks, and they posted a W2 course, which for us is windward-leeward-windward-leeward. Harvey and Emma Davidson and I manned the photo boat to attempt to get some good photos of the competitors. I am not sure how the skippers stayed dry; we did not!

We had eight Flying Scots and one Day Sailer on the starting line. The starts were interesting, with some heavy gusts coming in the last 10 seconds before the start. In race 1, Jim Cavanagh got out to a really fast lead, and no one ever got near him again. The other places changed over and over again throughout the race, and you never knew who would get the advantage next. Some skippers really hit the shifts perfectly, even without the jib, and others found it quite challenging. In races 2 and 3, Jay McNeff did the best at reading the shifts,



Near the windward mark.



Randy Rubinstein (PRO), Jim Cavanagh (Winner), Diane Kampf (chairperson).

and he took 1st in both races. Jim was overall winner, with Jay in 2nd place, just one point behind. The rest of the brave skippers, in order of finish, were Bob Gaffney, Ed Wojtaszek, Dave Ryan, Dennis Dubuc, Bob Flynn, Dave Rousseau, and Evan Locke.

Meanwhile, I was back at the clubhouse printing out pictures of the competitors to be used in the trophies. I watched as the winds continued to build and fully expected the boats to come in, but they all stayed out, with one casualty--a traveler that snapped--



The trophies.

causing one competitor to come into the dock to make a temporary fix.

Most of the skippers reported that they were tired but that it was fun and all worth it. Some noted that it is easier with a crew on board (music to my ears, since I am a regular crew). It is interesting to observe how the skippers can single-hand the boats and perform the crew's work, too--like looking out for other boats, telling the skipper where

the next mark is, counting the legs, and notifying the skipper when they are going to finish and where the finish is. Of course, these skippers did not have the jib to contend with, but with the heavy winds with gusts and shifts, they had their work cut out for them, nonetheless. Given the challenge of the day, we decided to award trophies to all the participants.

Our thanks to the committees for orga-

nizing and running the races and providing the refreshments to make it possible for the participants to enjoy the day. And thanks to the wind gods, although we could use a little less next year--and we will do it again next year, at about the same time, in the same place. I am sure all the skippers are looking forward to doing it all over again--maybe with jibs next time and maybe spinnakers the following year! Can't wait! 🚤

MYC 2008 SINGLE-HANDED REGATTA

Sail #	Boat Name	Skipper	Boat Type	Race 1	Race 2	Race 3	Total	Place
4949		Jim Cavanagh	Flying Scot	1	4	2	7	1
1261	Bad To The Bone	Jay McNeff	Flying Scot	6	1	1	8	2
1359		Bob Gaffney	Day Sailer	2	3	6	11	3
5725	Cagey B	Ed Wojtaszek	Flying Scot	4	2	5	11	4
4895	Contraption	Dave Ryan	Flying Scot	3	7	4	14	5
5157		Dennis Dubuc	Flying Scot	5	6	3	14	6
3039		Bob Flynn	Flying Scot	8	5	7	20	7
3465	None Yet	Dave Rousseau	Flying Scot	7	DNF	8	25	8
486	Locke N for Wind	Evan Locke	Flying Scot	9	8	9	26	9



Making your Sailing Experience More Enjoyable

- ✓ Stainless Steel Winch Crank w/ Handle - \$29.95 ea.
- ✓ Standard Winch Crank w/ Handle - \$8.99 ea.
Available in Green - Yellow - Red - White - Blue
- ✓ MasterHelper - Mast Stepping Device - \$139.95 ea.
- ✓ Flying Scot Wall Calendar - \$15.75 ea.
- ✓ Always Ready Boarding Ladder - \$29.95 ea.

We Sell All OEM Parts and Accessories

Call or Visit our stores on the Web

www.FlyingScotRACING.com www.NeffPhotography.com

132-722-8520 132-224-6000 info@flying-scot.com 349 Ward Ave. South Amboy, NJ 08879

Flying Scot® and Flying Scot Logo are registered trademarks of Flying Scot, Inc.



Something to Consider for Your Boat and Your Crew

by Diane Kampf, FS 5857 and New England District Governor

I have something you might want to consider for your boat and for your crew, when you buy a new boat or work on outfitting an older boat. When we bought FS 5157 in 1997, I ordered it with jib cleats on the rail because that was what I was used to with our previous boat, FS 1557. I had tried seat-cleating before, but I was not sure I liked it, and I did not like the hardware on the seat. I never worried much about the cleats up on the rail, but I did sit on them a lot and found it annoying at times.

When I decided to get my husband, Greg, a new boat for his birthday, I looked at some of the newer boats at the 2007 NAC and saw some interesting hardware. One thing really caught my eye: a few boats had internal jib sheets with through-the-seat cleating. This got my attention because there was no hardware on the seat, there was no hardware where we sit on the rail, and the sheets were neatly out of the way and easy to get to. I wondered how to cleat the weather sheet when you are up on the rail, and I saw that there is a cleat pretty far forward on the rail that you use for that purpose.

The through-seat cleating we have is a little different from the designs I saw on Hans Noordanus's and Randy Williams's boats. Theirs was set to cleat and uncleat forward and backward. Ours are set to cleat up and down. I am not really sure which is easier, since I have only used my own. It just seems logical that the up-and-down motion would be easier, but you could certainly ask those who have the other setup. When the new owners of FS 5157 realized how annoying the cleats were on the rail, they bought a kit like the one we got for FS 5857 and they have it installed on their boat.

The very first time we went out with the new boat on Lake Massapoag in Sharon, Massachusetts, the wind was pretty fierce. Greg and I took a third person on board, Rich Hirsch, who usually skippers his own boat but offered to go out with us instead. When it started to thunder, we thought better of it and came back in to the dock. After the rain subsided, I thought we would go back out again with Rich on board. But Greg thought we could do it ourselves, so we braved the heavy wind, racing with a new boat, new sails, and hardware we had never used before. It was tough going, but I really fell in love with the new internal jib sheets and how easy it was to work with them. The next time we used the new rigging, we won the race. We were away at regattas for a few weeks but then came back to Massapoag and continued to do pretty well. I believe it has a lot to do with how easy it is for me to use the




Top: FS5857 showing the hardware with the opening on the side of the seat for the jib cleat. Note there is no hardware on the rail or on the seats where people like to sit.

Right: Illustrating where the windward jib cleat is on the rail.



new hardware. In fact, I used to face backward when I moved from side to side when tacking, but now I can easily look forward when we tack. Of course, our success with the new boat is not just the new hardware--a great deal of credit goes to my skipper, Greg, as well.

Now this is not just for people who race; it really comes in handy when we are not racing. I really like the fact that, when we are out with family, you can sit anywhere in the boat and not be sitting on hardware. This was great on July 4th when we had our young grandchildren on board and we could let them sit anywhere without worrying that they would get caught or get hurt on the hardware. There were no worries with this rigging at all.

So this is just a little something to think about. Feel free to contact me if you have questions about how the through-seat cleating continues to work for us. And let Harry [Carpenter] know if you want this in your new boat or you want to switch in your old boat. I am sure he can take care of you. 

Glenn Miner and Mike Flanagan show their patriotic side.



Hurricane Hanna HAUNTS the 59th Annual MYC Regatta

by Diane Kampf, FS 5857 and
New England District Governor

We worried all week about Hurricane Hanna and its possible effect on the Massapoag Yacht Club's 59th Annual Regatta on September 5-7, 2008. We watched the Web sites for NOAA, Weather Underground, and the Weather Channel, and we watched every weather report on TV. By all accounts, at least one day of our regatta was going to be taken out by the hurricane. We were sure that we would get some rain and perhaps some heavy wind; we just did not know when or how much. The MYC board of directors held a conference call at 8:00 P.M. on Thursday, the last night before we had to tell the caterer whether we were going to need the food for the weekend. It was a tough call, but we finally agreed that we would go ahead and try to salvage

Start of Race 2.

at least one day of sailing and a great dinner party. We e-mailed the participants and the MYC club members and forged ahead with confidence that we had made the right decision, whatever was ahead.

Friday was a beautiful, very warm, sunny day and it was hard to believe that there was a tropical storm, or possibly a hurricane, looming. We spent the day doing some unplanned tasks, with help from several of our guests: taking boats out of the water, picking up and setting up a tent to cover the deck, putting up more roll-down windows on the clubhouse, and picking up the last-minute things we would need for the weekend. We made arrangements for places to park if we had to keep all the boats out of the water, and we just kept on trekking. We began to get cancellation e-mails and phone calls from people who just were not sure they wanted to take a chance. Some MYC members were a little worried about the bill we would have for all the dinners no one paid for, but we knew there was nothing

we could do about it. We just kept working with what we had.

The Friday night welcome party was on, and it was great. We had fewer people visiting, but we enjoyed the barbecue cooked by Dan Abram and the hors d'oeuvres brought by Margy Davidson and her committee. The beverages were quite welcome, with the heat and all the hard work that was being done. Jay McNeff registered the boats and checked people in, and we sold a really nice array of MYC apparel and regatta shirts designed by Carol Abram and provided by Kim Locke's Constitution Advertising. We continued to watch the weather reports; it began to look like we would have some rain overnight and in the morning, along with some heavy winds. We did get rain on Friday night, and it did seem like it was not going to stop.

Well, on Saturday morning, we began to get more cancellations, and some people were having second thoughts. I tried to reassure people that we would have fun—

no matter what—with the people who did come. Some bought it, some didn't, but I just knew that going on was still the right thing to do. We had a great breakfast hosted by Nora Cavanagh and delivered by our favorite caterer, Roche Brothers. Jay McNeff continued to register the people who were brave enough to give it a go, and we sold a few more shirts. We had torrential downpours until around 8:00 A.M., and then something happened. The rain stopped, and a few times the sun even popped through. We had some wind, and I began to believe we were going to get to sail on Saturday. The race committee was out setting marks, the competitors were putting their boats in the water, and one skipper was on the phone to his crew, who was an hour away, telling him to get to MYC—we were sailing!

We did do a few things differently this year. All races started to port of the race committee boat, but downwind finishes sailed to starboard of the RC boat to fin-

Continued On Next Page

ish. We used 3-minute starts after 58 years of 5-minute starts. The participants agreed on six or more races with a throw-out, where we typically plan for five races and no throw-outs. And we had Margy Davidson on shore in constant communication with the RC boat about the weather. Internet access is a bit new to Massapoag, and we made sure to make good use of it this time.

The first day we had four windward-leeward races of varying lengths, with 10- to 14-knot winds from the southwest. With 16 Flying Scots, 3 Sunfish, 3 Day Sailers and 4 Lasers, PRO Steve Likos and crew were able to have four starts without fleets interfering with each other. After the first two races, we sailed in for lunch hosted by Jan Rubinstein. We felt good that we had gotten two good races in, then after lunch we got the other two races in. During the last race, as we sailed by the RC boat, we overheard the weather report from shore that there would be showers in 40 minutes. At the end of the race we got some rain, but it felt sort of good after working hard in four races--and the thunder and lightning somehow passed around our area to the east and to the west but avoided our lake. Everyone then raced the most important race of the day--the race back to the dock--and Greg and I won that one!

It was raining cats and dogs when we set up for the cocktail party, hosted by Nan Funsch and her crew, but all of us were dry inside the clubhouse and the tent. It was as good as ever, and we feasted on the great snacks and hors d'oeuvres and waited for the dinner, hosted by Nora and me. We did not have our usual crowd of 130+ for dinner, but we did have 90+ people. The guests included my mother, Kay Wilson, who always allows us to celebrate her birthday with her, and some family members (four generations). And we had a visit from New York District Governor Ann Seidman and husband, Peter, who could not sail this time but came to visit and cheer us on. Commodore Dave Rousseau cooked hamburgers and hot dogs for the cookout lovers, and Leila McNeff cooked the chicken nuggets for the kids. The lobster, chicken, and ribs dinner with corn on the cob, clam chowder from Roche Brothers, and the birthday cake and make-your-own-ice-cream-sundae bar all really hit the spot. The rain was coming down like crazy, but no one cared. We stayed up telling stories and feeling pretty grateful for a great day of racing, not knowing what would happen on Sunday. The forecasts were still pretty sketchy, but it looked like we might get some racing in on Sunday, as well. But even if we didn't, we at least had the four good races this day.

Lo and behold, the overnight rain stopped by 7:00 A.M. and the sun came out and the wind stayed. After breakfast, we got right into our boats and went out just as the whitecaps began to subside. We had 18- to 22-knot winds from the northwest, and we had two of the best races I have ever been a part of, one Gold Cup and one windward-leeward three laps. That does not include the one spinnaker raise that did not go so well for us, and a little more yelling of "starboard" and "room, room, room" that comes with a little more wind. We were almost wishing we could just keep going and race even more, but we did have to finish the regatta at some point.

A big thanks to the race committee--PRO Steve Likos, Karen



Evan with 2nd place team Greg and Diane Kampf.



Evan and Diane with 3rd place crew Joe Van Denburg and Mike Goldstein -- Joe's first MYC regatta and Mike, who is an MYC member in his first time crewing for Joe.



Evan and Diane with 4th place team Randy and Scott Rubinstein.



Evan and Diane with Fleet Captain Greg Kampf and 1st place team Jay and Leila McNeff.



Jackie McNeff, Rachel and Emily Locke found a front row seat at the awards ceremony.



The other race going on – AJ St. Gelais and cousin Brandon St. Gelais race cars.



Ed Isgur, Curt Braverman, Ron Alman on race support with judge Brad Churchill.



First downwind leg in Race 1.



An incredibly close downwind leg.



Upwind on day 2, tough to keep the boats flat.

Rafferty, Carole Isgur, Charlie Cullinan, Bill Holmes, Rob Mouradian, Ed Isgur, Curt Braverman, Alan Dimson-Doyle, Ron Alman, Geoff Johnson, and Bob Fine--and judge Brad Churchill for a great job. They managed around the weather and got in six great races for all four classes. Even with the wind we had, no rescues were needed, but we knew we had a good crew at the ready if we needed them.

We were able to award gifts to all participants, with dry bags that had the MYC logo and marked the 59th Annual Regatta. MYC key chains with the places printed on them were also awarded to each of the top five Scot skippers and crew, four Laser skippers, three Day Sailer skippers and crew, and three Sunfish skippers:

Flying Scot Fleet – Top five finishers were (1) Jay and Leila McNeff, also winners of the MYC perpetual Flying Scot award, (2) Greg and Diane Kampf, (3) Joe Van Denburg and Mike Goldstein, (4) Randy Rubinstein and Laura Hackell (Saturday) and Scott Rubinstein (Sunday), and (5) Jim Cavanagh and John Housle.

Day Sailer Fleet – Order of finish: (1) Mike and Erik McCaffrey, also winners of the DS perpetual award and New England Regional perpetual award, (2) Eric and Glenn Bell, and (3) Bob Gaffney and Melanie Ingalls.

Laser Fleet – Order of finish: (1) Eric Aker, (2) Gary Werden, (3) Matt Russell, and (4) Dan Abram.

Sunfish Fleet – Order of finish: (1) Alan Beckwith, (2) Rapid Buttner, and (3) Peter Beckwith.

Continued On Next Page

We were truly blessed to have been able to have the regatta and have such a great time. It might have been the luck of the Irish that allowed us such great conditions, but we are grateful, at any rate. We'd like to see you all for our 60th Annual Massapoag Yacht Club Regatta next year, as well as for the Flying Scot Wife-Husband Championship. We know you'll have a great time!

We're probably too quiet about our Flying Scot activity in the Deep South, but there is certainly much of it—in spite of the hindrances of Mother Nature! 🌩



Vice Commodore Evan Locke with 5th Place Skipper Jim Cavanagh and Regatta Chairperson Diane Kampf.

FLYING SCOTS

SAIL #	BOAT NAME	SKIPPER	CREW	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL	Pos.
1261	BAD TO THE BONE	JAY MCNEFF	LEILA MCNEFF	3	1	1	2	4T	1	8	1
5857	KACHOW	GREG KAMPF	DIANE KAMPF	1	2	3	1	6T	2	9	2
5565		JOE VAN DENBURG	MIKE GOLDSTEIN	2	7	2	3	3	7T	17	3
4654		RANDY RUBINSTEIN	LAURA HACKELL/SCOTT RUBINSTEIN	4	13T	8	5	1	5	23	4
4949		JIM CAVANAGH	JOHN HOUSLE	5	3	7	6	2	17T	23	5
4895	CONTRAPTION	DAVE RYAN	BOB FLYNN	8T	4	6	7	5	3	25	6
3465	NONE YET	DAVE ROUSSEAU	HEIN SMIT SABINGA	6	8	5	8	10T	3	30	7
5498	LULU	JOHN LUBRANO	MARTY NEWMAN	9	9	4	11	12T	8	41	8
5725	CAGEY B	ED WOJTASZEK	MARNE WOJTASZEK	7	11	11T	10	7	6	41	9
4224	COPING SKILLS	ERIC WOJTASZEK	BRIAN CAMPINEL	13	6	10	4	14T	12	45	10
4756		DON BENNETT	EAMES BENNETT	12	5	9	9	11	13T	46	11
5583	JURY RIGGED	GLENN MINER	MIKE FLANAGAN	10	10	13T	12	9	10	51	12
5157	BROTHER BILL	DENNIS DUBUC	ROSS DUBUC	14	12	12	14T	8	9	55	13
416	WINDCATCHER	HARVEY DAVIDSON	EMMA DAVIDSON	11	14	14T	12	13	11	61	14
4659	TEAM HIRSCH	RICH HIRSCH	DAVE LEVY	16T	15	15	15	15	15	75	15
5801	MASSAPOAG MOLLY!	EVAN LOCKE	GARY ROMANTZ	15	16	16	17T	16	14	77	16

DAY SAILERS

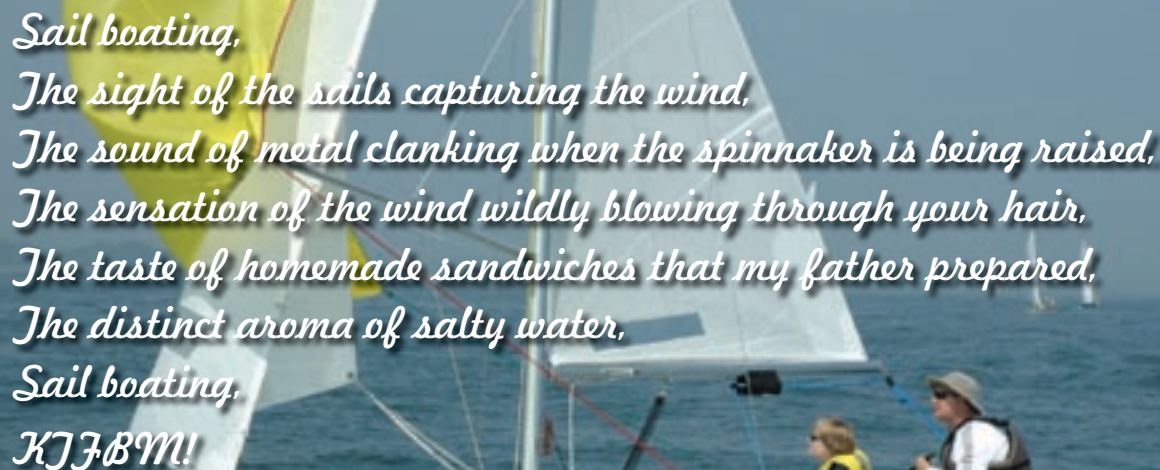
SAIL #	BOAT NAME	SKIPPER	CREW	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL	Pos.
3797	LE GRAND FROMAGE	MIKE MCCAFFREY	ERIK MCCAFFREY	2	1	1	1	1	1	5	1
4425	SLINKY	ERIC BELL	GLENN BELL	3	2	2	2	2	2	10	2
1359	BUONAVITA	BOB GAFFNEY	MELANIE INGALLS	1	3	3	3	3	3	13	3

LASERS

SAIL #	SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL	Pos.
133827	ERIK AKER	1	1	1	3	1	1	5	1
19	GARY WERDEN	2	2	2	1	2	2	9	2
159067	MATT RUSSELL	3	3	3	2	3	3	14	3
1	DAN ABRAM	4	4	4	4	4	4	20	4

SUNFISH

SAIL #	SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL	Pos.
55900	ALAN BECKWITH	1	2	1	1	1	1	5	1
9102	RAPID BUTTNER	2	1	2	2	2	2	9	2
12417	PETER BECKWITH	3	3	3	3	3	3	15	3



*Sail boating,
The sight of the sails capturing the wind,
The sound of metal clanking when the spinnaker is being raised,
The sensation of the wind wildly blowing through your hair,
The taste of homemade sandwiches that my father prepared,
The distinct aroma of salty water,
Sail boating,
KJ7BM!*

By Adam Riefenhauser

Gus Sails 972.998.5313

More big wins in 2008!

2008 OPEN HOUSE REGATTA

Highly competitive 43 boat fleet
with multiple NAC champions

1ST PLACE -

Scott and Natalie Mauney
Gus Sails on 7 of top 9 boats

2008 LIPTON CUP

Gulf Coast's most competitive
event with multiple
NAC champions

1st Place - Buccaneer Yacht CLUB
using full set of Gus Sails

1830 Interstate 30 • Rockwall, TX 75087 • Phone: 972-998-5313 • New Website: gussails.net



Wow – a DOUBLE rainbow.

The Pot of Gold at the End of the Rainbow

by Diane Kampf, FS 5857 and New England District Governor

It was warm and sunny at MYC at 9:00 A.M. on July 6, 2008. There was a small problem - the wind was relatively non-existent. We m Have you ever had a chance to sail in the Fleet 161 Invitational at Saratoga Lake Sailing Club in New York? This year was the fleet's 22nd annual event, and we looked forward to it with our usual enthusiasm. We headed up with three other Fleet 76 boats from Massapoag Yacht Club in Sharon, Massachusetts. We had fewer boats this year due to illness, people out of the country, and some on vacation. There were fewer boats from other fleets, as well, this year, perhaps due to the economy and the price of gas. So there were 23 boats total, 14 in the championship division and 9 in the challenger division.

Greg and I made our way up on Friday and met up with Harvey and Margy Davidson and their crew. We went to the Saratoga Racetrack for our usual jaunt. There is just nothing like being at that racetrack, with the atmosphere and those beautiful horses. We

Joe and Jan Van Denburg show their colors.



A view of the Clubhouse from the lake.



This was a close race!



bet on the horses for the first race; Harvey won about \$1 and I lost \$4, and we went on to bet on the next race. Then the rains came--so bad that you could not see out the door, and so bad that they had to cancel races for the rest of the day while they repaired the track. We had fun anyway--just being there is a thrill--and they gave us free passes to use another day.

When we got back to the Saratoga Lake Sailing Club, we had the famous meatball subs that Ann Seidman prepares, and we watched the rain out on the lake. Then

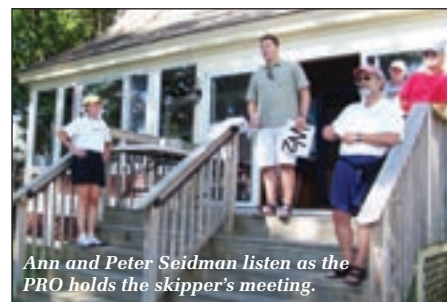
the sun came out and we saw the most beautiful rainbow, a double rainbow that you could see end-to-end over the entire lake. No picture could really do it justice, but many folks were out snapping as many pictures as they could before the rainbow went away.

After a nice evening, we settled down for the night, right there in our camper parked next to the club. On Saturday, there was not too much wind, but we did manage to get out and have two races with spinnakers flying, and we had a great

Greg and Diane enjoying Friday evening.



Ann and Peter Seidman listen as the PRO holds the skipper's meeting.



Greg Kampf, Dave Rousseau and Blake Suddath enjoy Saturday evening.



Ann Seidman and the Perry family.



time. The weather was beautiful and the sky was just awesome. It was great to see Peter and Ann Seidman doing very well in their own regatta. And watching Harvey Davidson and daughter Emma doing well was also a treat. All that was followed by a super meal and dessert with all the fixings and beverages. You can't beat the hospitality of this regatta.

On Sunday, Greg and I and a few others went out to sail, but there was just never enough wind to race. So Ann and

Continued On Page 19

FLYING SCOT®

FREE Ways to Order... Phone: 800-864-7208
Fax: 888-442-4943 • E-mail: info@flyingscot.com

Online Store: www.flyingscot.com

FREE UPS Ground Shipping... on orders over \$100 net and under 20 lbs. and under 84" in length & girth combined.

Competitive Low Prices... on many items from Harken, Ronstan and others. Support your builder – order from the people who know your Scot best, and feel good about the price.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Scot for everyone – daysailer to national champ. Order a new Scot rigged just the way you like it.

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

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 grommets not incl.)

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.



Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550

Phone 301-334-4848 or Toll Free 800-864-7208

FAX 301-334-8324 or Toll Free 888-442-4943

Monday-Friday, 8am-4pm and Saturday, 9am-11am

Visit our Web Site for a Complete Parts List!
www.flyingscot.com

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

Peter gathered the sailors on the lawn and thanked the many people who had helped to make the regatta a great time for all of us--the race and rescue committees, the kitchen help, the caterer, the out-of-town-ers who helped out. And they distributed the trophies for the 22nd Annual Flying

Scot Invitational and the New York Lakes District Championship. They were nice—director's chairs embroidered with the club's logo and the regatta information.

The four boats from Massapoag that made it--Dave Rousseau and Blake Suddath, Harvey and Emma Davidson,

Ed and Marne Wojtaszek, and Greg and I--certainly had a great time. If you have never sailed Saratoga, then you have to know that it is truly the pot of gold at the end of the rainbow. We can't wait until next year, and we hope you follow the rainbow with us. 🌈

SARATOGA LAKE 22ND ANNUAL FLYING SCOT INVITATIONAL - AUGUST 9-10, 2008

CHAMPIONSHIP DIVISION

SKIPPER	CREW	SAIL#	DIST	FLEET	R1	R2	TOTAL	PLACE
PETER SEIDMAN	ANN K. SEIDMAN	4254	NYL	161	1	4	5	1
DAVID WATTS	FAITH AND JULIA WATTS	5562	GNY	157	3	2	5	2
BERNIE ZABEK	BILL METZ	2919	NYL	161	6	1	7	3
JOHN POWER	CHARLIE MURPHY	5462	NONE	161	2	7	9	4
JOHN LUBRANO	SHARON BOYLE	5498	GNY	173	7	8	15	5
GLENN MINER	MIKE FLANIGAN	5583	NYL	161	13	3	16	6
BOB HAMLIN	BARB HAMLIN	3211	NYL	43	5	11	16	7
ED WOJTASZEK	MARNE WOJTASZEK	5725	NE	76	10	6	16	8
DAVE ROUSSEAU	BLAKE SUDDATH	3465	NE	76	4	13	17	9
GREG KAMPF	DIANE KAMPF	5857	NE	76	9	9	18	10
JACK HURLEY	JACK HURLEY	5227	GNY	157	14	5	19	11
JOE VAN DENBERG	JAN SALEET VAN DENBERG	5565	GNY	173	11	10	21	12
KEVIN MCKEON	CHRIS SCOTT	3054	GNY	10	8	14	22	13
SKIP PERRY	NICK/CAMERON PERRY	718	NYL	161	12	12	24	14

CHALLENGER DIVISION

SKIPPER	CREW	SAIL#	DIST	FLEET	R1	R2	TOTAL	PLACE
HARVEY DAVIDSON	EMMA DAVIDSON	416	NE	76	4	2	6	1
DAVID OSLER	KIM BARNETT	5217	GNY	7	3	3	6	2
CHRIS ROTUNNO	NATE ROTUNNO	3991	NYL	159	1	6	7	3
CLARK COOPER	MIKE KITNER	4407	NYL	161	2	5	7	4
SAMANTHA BUTLER	COLLIN PHILLIPS-STUDENROTH	2090	NONE	161	8	1	9	5
ANDY FOX	ALEC & JORDAN FOX	3063	GNY	177	5	4	9	6
JORDAN MEYERS	DAVID BLUM	4662	GNY	46	6	7	13	7
MARY KATE MCCARTY	MIKE FUNK	2601	NYL	161	7	8	15	8
MATT SWEENEY	BARRY MAISEL	5419	NYL	161	9	9	18	9

NEW YORK LAKES DISTRICT CHAMPIONSHIP

SKIPPER	CREW	SAIL#	DIST	FLEET	R1	R2	TOTAL	PLACE
BERNIE ZABEK	BILL METZ	2919	NYL	161	3	1	4	1
PETER SEIDMAN	ANN K. SEIDMAN	4254	NYL	161	1	3	4	2
BOB HAMLIN	BARB HAMLIN	3211	NYL	43	2	4	6	3
GLENN MINER	MIKE FLANIGAN	5583	NYL	161	7	2	9	4
CHRIS ROTUNNO	NATE ROTUNNO	3991	NYL	159	4	7	11	5
SKIP PERRY	NICK/CAMERON PERRY	718	NYL	161	6	5	11	6
CLARK COOPER	MIKE KITNER	4407	NYL	161	5	6	11	7
MARY KATE MCCARTY	MIKE FUNK	2601	NYL	161	8	8	16	8
MATT SWEENEY	BARRY MAISEL	5419	NYL	161	9	9	18	9

Chaos Cup

by Eric Wojtaszek, FS 4224

On October 18, 2008, the Quannapowitt Yacht Club (Fleet 187) had the pleasure of hosting its first annual "Chaos Cup" regatta in the Flying Scot. Traditionally the regatta has been hosted in the International 110, but due to a lack of interest in the International 110 fleet at QYC, we decided to re-brand the regatta and sail in the Flying Scot. The regatta usually has been held on Columbus Day weekend, but this year, due to scheduling conflicts, we pushed it out a week.

My primary goal was to keep the regatta simple. This was our first Flying Scot regatta, so we really just wanted to make sure that everything went off without any problems. We minimized risks by keeping the meals simple--doughnuts for breakfast, cold cuts for lunch, and pizza for dinner. It is easy to forget how time-consuming and nerve-racking hosting a regatta can be. However, we hosted the regatta so late in the year that I figured that we would not be overwhelmed by attendees, so that took off some of the weight.

All week long before the regatta, as with every regatta, the weather was a major concern. The wind was predicted to be great. The sun was going to shine. The temperatures were barely going to break into the 50s. It looked like a perfect "Chaos Cup" day.

Prior to the regatta I contacted several club members to help out in the parking lot to keep the launching as smooth as possible. Like every club, we are fortunate to have a group of people willing to help out with any tasks that arise. The members from QYC helped people launch their boats at the hoist and down at the beach. They also answered any questions people had. It was a cold morning, so their help was really appreciated.

Diane Kampf and I had been in contact before the regatta to drum up business. As usual, she delivered a crew from Sharon, bringing five boats from Massapoag. John Cooke also came up from Cedar Point Yacht Club in Connecticut. In all, we had eight boats willing to duke it out in the cold.

The morning of the regatta the skies were clear, the leaves were beautiful, and it was ridiculously cold. Ice had actually formed on the cover of my boat the night before.

The winds that day turned out to be very fluky from the northeast. That direction is not really the best to maximize the use of the lake, but our race committee chair, Brian Wilson, did an excellent job of setting up straight starting lines and moving marks as needed with the help of the team. Each race was about 20 minutes long, so we were able to pack in three races before lunch.

By lunchtime I was really starting to feel the cold. The first

race had started with temperatures in the 30s! I raided the First Aid kit and popped a couple ibuprofens to fight off a headache. After lunch everyone was willing to go back out for the three remaining races in the afternoon. We managed to finish by 2:30. People were getting tired from being outside in the cold. I know that my feet were freezing!

While everyone was cleaning up, I went and picked up pizza for the group. I think everyone was so cold and tired that I could have served up anything and people would have been happy, as long as they had food. The pizza was simple and I think everyone enjoyed it.

Prior to the regatta, much discussion circled around the QYC fleet about prizes that we would hand out. We talked about the usual trays, cheese cutters, potato peelers, apparel, and gift cards. Finally, after much discussion, we reached the best solution. As a memento of our appreciation and a reminder of the city of Wakefield, Massachusetts, I gave everyone in the top three spots a genuine Guillow model airplane, which is made in Wakefield. Coincidentally, the planes were a little thicker by cash that I had stuffed inside each one.

Most everyone had left the club by five o'clock to defrost and catch the Red Sox game that night. We got several compliments and really appreciate the support of all those who attended. The QYC Scot fleet is small, but I think that hosting the regatta really impressed people at the club who had never seen a Scot fleet in action. I think our club will see some growth in the coming years.

Next year will bring Chaos again. We had a great time and look forward to hosting the Chaos Cup. Maybe the lure of "thicker" Guillow model airplanes next year will bring in more boats.

PLACE	SKIPPER NAME	CREW NAME	GUILLOW MODEL	CASH
FIRST:	GREG KAMPF	DIANE KAMPF	SKY STREAK	\$100
SECOND:	ROGER SHARP	LAURA SHARP	JET STREAM	\$75
THIRD:	EDWARD WOJTASZEK	SUSAN HANKINS	WWII BIPLANE	\$50

For more information and pictures, please check out the following Web sites. Jeff Benagh took some awesome photos that are available on his smug mug Web site: http://jbenagh.smugmug.com/gallery/6295489_mjaJG. Quannapowitt Yacht Club Web site: <http://www.sailqyc.com/chaos>. Guillow model airplanes: <http://www.guillow.com>. ▲

A Flying Scot Weekend

by Thomas Taylor

It was Friday, November 7, 2008. My son Mark and I had planned to attend the Flying Scot Florida District regatta in Sarasota, Florida, at the Sarasota Sailing Squadron (SSS). My wife, Betty, had decided to stay home to rest her torn ACL. I did not know for sure if any of my grandchildren would be going with us. Stewart (age 12) had said that he would go along, if I would buy him a book that he wanted to read. My wife and I had purchased the book earlier in the day. During a phone call with Mark earlier in the week, I heard Drew (age 10) say that he wanted to go along. I did not know if he meant it. I invited Lily (age 7) to come along, but did not know if she wanted to come or if her mother, Shannon, would let her come.

When I arrived at Mark's house, I found that all the grandkids were coming along. Mark had everything packed. We loaded the car (including life preservers), hooked up the boat, and headed for the Gandy Bridge across Old Tampa Bay. We stopped at "The Crab Shack" for supper. The boys had spaghetti with clam sauce. Lily had "you peel 'em" shrimp (Dad, Mark peeled them). Lily sat next to me on the picnic bench.

After supper, we headed for Sarasota. We did not have a room reservation, so Mark got out the laptop and started scanning motels. He found a La Quinta. It was a clean, remodeled hotel with a very nice room with two double beds and a small couch. We made the mistake of letting the kids have some Skittles. They got on a laughing and playing jag. They did not get to sleep until after 11:00. They were playing some games on Mark's computer. Nobody would sleep with Grandpa, because he snores. Lily slept on the couch and the two boys slept with Dad.



The next morning Drew got us going when he got up at 7:00 and fired up the computer. (Mark says he never gets up that early when it is a school day.) We had free breakfast at the motel before we got back in the van for the trip to SSS.

We stopped at a Publix on the way. We bought sandwiches for lunch, water for the boat, a new soft-side cooler for the boat, some beer for later, and other stuff that we could not do without. On the remainder of the trip to SSS, Mark pointed out a couple of marinas that rented powerboats by the day. We did not have a plan, so renting a boat for me to take Drew and Lily to watch Mark and Stew race was one option.

At the SSS parking area we saw a lot of friends rigging their boats. Mark had noticed some broken strands in his shrouds when he took the mast down at the Flying Scot Masters regatta in Fort Walton Beach. He had borrowed some used, but unbroken, shrouds earlier in the week and had to replace the broken shrouds. We were in a little bit of a rush, so Andy helped Mark re-rig the mast. I went over to the club-

house to sign Mark up for the regatta. We still did not have a plan for the day, so I purchased tickets for three extra Saturday evening meals and asked if anyone had a boat available. No luck.

Back in the parking lot we were discussing the possibility of an extra boat with people from Mark's Davis Island Yacht Club and Flying Scot Fleet 168. Dave, the Flying Scot district governor, said that if I found a boat, he had an extra set of sails. Somebody said, "Ask Ron. If anyone knows how to get a boat at the Sarasota Sailing Squadron, he does." I had met Ron at the Flying Scot district regatta in Miami a few weeks earlier and sailed against him in Fort Walton Beach. I found Ron and told him that I had a crew looking for a boat. Ron misunderstood, thinking that I was a crew looking for a ride. When I told him I had a complete crew and could find some sails, he said that he had a boat to use. He took me over to a boat in the SSS boat parking area and started taking the cover off. I went to tell everyone that we had a boat. I was going

Continued On Next Page

to sail with Drew and Lily as crew. It was nearing time for registration to close, so I hurried to get the boat registered. The Fleet 168 crew got to work on the boat. In nothing flat, they had a 1 added to the back of Dave's sail numbers on the main and spinnaker to make it 8121 and not a duplicate of Dave's 812; they had the boat rigged and ready to go, in the water and tied up to the dock. Thanks Ron, Dave, Dave, Dean, Mark, Andy, Al, and everyone for your help.

Mark put up the main and we started out for the racecourse. We had to sail out into the middle of Sarasota Bay to get around the sand bar. On the way out, Drew and Lily put up the jib so we could sail faster. After rounding mark #17, we turned north to get to the racing area. We tried a couple of tacks to get our commands straight, and we were ready to go.

The first start was not very good. I could not see the second hand on my watch when I had my prescription sunglasses on; they were too dark. Without the glasses it was just as bad. My old eyes can't handle it. (I will have to get a watch with BIG numbers, if I am going to continue this.) We were ahead of some boats when we rounded the windward mark. My original plan was to not use the spinnaker because Drew had never put it up before, but the boats behind were catching us, so we decided to try it. Drew got the pole up in good shape. The spinnaker was not set up. So Drew steered while I set up the spinnaker sheet, guy, and halyard. I got back at the helm and we put up the chute. I did not realize how much time all of this had taken. When I looked around, we were about 200 yards beyond the leeward mark. We scrambled to get the chute down and did some shrimping. Drew could not get the chute in. It had too much water. I asked Lily to take the helm while I went up to help Drew. We got it back in and headed up to the leeward mark. The pole was on the leeward side of the boat and Drew said that he could not take it down because he would fall off the boat. The wind had increased slightly and Drew's 50 pounds made a difference. When we got up near the leeward mark we tacked onto starboard and Drew took down the pole. We were last in that race but apparently within the time limit.

We had a little bit better start in the second race. The wind had dropped slightly, so we were not as overpowered as in the previous race. We rounded the windward mark in the top 10. (There were 22 boats registered.) We did not try to use the chute, and several spinnakers passed us. We must have done some good on the next beat, because on the subsequent run to the finish, Lily commented, "That yellow spinnaker is going to pass us again." Lily counted seven boats behind us when we finished the race.

The third race had more wind and we were overpowered. We did not use the chute. I noticed Drew and Lily taking a nap between the second and third races. That was OK. But it sort of bothered me when they took naps between tacks on the windward legs of the third race. I had to wake Drew to point toward the windward mark for me. My prescription sunglasses were full of salt, I am color-blind, and I could not see the mark. (Who needs more excuses?) Drew still called a great tack on the lay line the second time around. On the run to the finish, Lily said that she was cold. When I asked Drew, he said he was cold, too. I did not want them to hate sailing with me, so I decided to skip the last race. Lily also told me that the yellow chute could not pass us this time; it was already ahead of us. Two spinnaker boats and one jib boat passed us just before the finish. Lily counted six boats behind us. I informed the race committee as we finished that we were going in and asked the skipper of the red boat next to us to tell 4321 that his father went in. We sailed in alone and found #17 was a lot further east than we thought. At the dock, Drew helped me roll the main. This is not easy. Drew did a good job.

For the day, Drew and Lily did more than I expected that they could do and did it better than I expected. Drew handled the jib sheets and called most of the tacks. Drew never needed help with the sheets. The cleat on the main sheet was not angled up enough for me, so I pulled in the main above the cleat on the centerboard and Lily pulled the sheet through the cleat. We worked as a team. Drew called the lay line at the windward mark. A couple of times it was slightly early, but we always seemed

to get a lift at the mark when we needed it. We never had to tack again and never had to over-pinch to make the mark.

After the racing on Saturday, the crews gathered for drinks and snacks before supper. We had a lot of appreciative comments on the kids as crew. Stewart was reading his new book. Drew and Lily were on the dock (life preservers, of course) watching a young man from SSS fishing and catching many fish. We were ready for the grilled chicken, salad, baked potatoes, and cookies for supper. It was all cooked just right and very tasty. It is a tribute to SSS that they can put on a supper like that for \$10. Some of the Fleet 168 members did not stay for the meal. They missed a great supper and a lot of interesting discussion.

We returned to the motel in time to watch Texas Tech crunch Oklahoma State (another grandson is in his second year of law school at Texas Tech) and Florida womp Vanderbilt (a nephew received an engineering master's degree from Florida). (If they meet in the championship game, there may be fireworks in the family.) The kids were tired from the long day. Lily did not want to sleep on the couch again. She said it was too lumpy. She wanted to sleep with Daddy. Mark could have had all three until Drew said that he would sleep with Grandpa. Drew moved all night but never woke up. Grandpa woke up every time Drew moved. We heard that Lily slept between Daddy and Stewart. Daddy and Stewart were cold and wanted covers. Lily was hot and kept kicking off the covers. It was war all night.

Drew woke up again at 7:00 and started playing on the computer. We all got up and got packed. It was trouble, but we got everything into the car with the stuff from the boat, like the boat cover, extra jib, and light bar. The boys made waffles for breakfast. They did not like the taste of the waffles, so they had cereal instead.

We arrived at SSS and put the boats in the water. One race was scheduled. The wind was from the east. We tied up along the north side of the dock to the south of the ramp. Drew, Lily, and I were the last out of the harbor. We moved the boat east on the dock as far as we could go. A trimaran was tied up to the dock in front of us. The wind had backed to northeast, so

it was going to be hard to get off the dock. I did not know what to do. A couple on a cruising sailboat that was tied up to the south side of the dock came off their boat to help us. The man pushed the bow out hard to the north while the woman pushed on the boom to give us some speed through the water. We tacked out and headed for #17--no problem. Drew had trouble getting the jib up. He had to get Lily to help turn the winch crank. On the way out, I tried to tell Drew how to run a tape on the spinnaker. (The spinnaker was a mess after we retrieved it from the shrumping incident.) Drew had never done this before and had never seen it done, because his father makes sure that they take the spinnaker down without allowing a twist. We thought Drew ran the tape, but it later turned out that I did not explain the concept sufficiently.

The wind was blowing stronger for the fifth race. Stewart had lent me his watch for the start. It had large numbers that I could see, with or without my prescription sunglasses. The race committee messed me up by posting the preparatory signal thirty seconds after the warning. On Saturday they allowed a minute between the signals. I started the watch eleven seconds late. It did not make any difference. I did not get started soon enough and ended up in the second row of the start. I had trouble in the higher wind and larger sea. We kept going out to the left as I tried to get synchronized with the puffs and waves. Finally Drew said, "We have to tack." I asked why. Drew said, "Everybody is going the other way." We were on a big relative lift, so I asked Drew to find the windward mark. He pointed way forward. So I decided to stay on starboard until we got a header. A couple of hundred yards later, we got a header and tacked. We had overstood slightly. A later header put us low of the mark even when I luffed up in the puffs. We were way overpowered and I did not know how to de-power sufficiently. We found a hole in the line of starboard tackers on the lay line. Drew said tack. After the tack we were not laying the mark (it was not a good tack--the skipper messed up). We stayed on the tack hoping for a lift, because the boat behind and to wind-

ward would block us from two tacks to get around the mark. Luckily, about twenty yards from the mark we got a good lift and eased around the mark. It was shifty out there on Sunday.

We decided to try to put up the spinnaker on the run without the pole. Maybe this was not a wise decision with the puffy, shifty wind beyond our normal velocity. Anyway, we got the chute up. It was twisted with a loop that was impossible to get out. Drew worked on the twist for some time. He could not get it out. We decided to take the spinnaker down. Because of the shrumping problem on Saturday, Drew was worried about dropping the spinnaker in the water. Lily and I let out the halyard slowly and Drew stuffed the chute in the bag with no additional problem. Lily watched the yellow chute pass us again.

The next beat was not as good for us. The increased wind and sea made it hard for us to keep the boat going. There were only a few boats on the lay line when we arrived. That rounding was a little high and I headed off a little soon. I forgot to tell Drew to let out the jib. When I did tell him, it was too late. He could not get the sheet out of the cleat. I asked him to try one more time. It still would not come out of the cleat as we came near head-to-wind. I did not think quickly enough; if I had headed off more, it would have eased the jib and Drew could have pulled it out. Instead, I headed up and Drew heaved the sheet out of the cleat. We sailed down to the finish. Drew wanted to use the spinnaker pole as a whisker pole as he had seen on another boat on Saturday. I asked him not to use it, because the sea was heavy, the deck was wet and slippery with no nonskid, and I did not want to lose him overboard. Instead, he put the jib sheet in the spinnaker guy hook. That worked fine. Lily reported only two boats behind us at the finish.

We sailed into the harbor for our last excitement. I remembered that Drew had had trouble getting the jib up at the beginning of the day, so we started taking it down early. That was a good idea, because there was an override in the jib halyard winch. Drew on the bow and Lily on the winch crank worked it out and got

the jib down. I still had some excitement getting into the dock with a strong north wind. We made it, and the kids abandoned ship. They wanted to go and play on the beach.

We put the borrowed boat away and returned the borrowed sails. Members of Fleet 168 helped us. I went to look for lunch and found that SSS had made a salad with the leftover lettuce and cut-up chicken. There were also some heated-up hunks of chicken that I helped consume. Drew got a hot dog from someone. Stewart was reading his book. I got out my chair and watched Mark button up his boat for the trip home. There was a lot of discussion about the racing as we all watched Mark work and helped where we could.

While we were putting the borrowed boat away, Lily was walking around the sailboat parking area and found a small crab, about the size of a silver dollar. She named the crab Crabby, put it in a plastic cup, and showed it to everyone. Lily put a capful of water in the cup in case the crab was thirsty. She was asking everyone what crabs ate. I don't think she got a good answer. Lily took the crab home in the van.

Instead of going back to I-75, we went north on the islands after leaving SSS. It was interesting. There were a lot of houses for sale and for rent. We turned back to the mainland at the last bridge from Anna Maria Island. We stopped for supper at Andy's favorite rib restaurant, "Kojak's" in Palmetto. Stewart and Drew shared an adult spaghetti dinner. Lily had a hot dog and macaroni and cheese. Just as the waitress was coming out to warn her, Lily put hot sauce from the red bottle on her hot dog. Lily was crushed that she had made that mistake. The waitress got her another hot dog with a catsup bottle.

After supper, we drove to Mark's home. Mark unhooked the trailer and I drove home to Lakeland. The house looked great. The dogs were glad to see me. Betty was glad I was home and listened to all of my stories about the trip. By mistake, I stayed up to watch the Sunday-night football game. The Packers had already lost, but Favre's Jets won.

A grandfather can't ask for a better weekend. ▲



Masters Championship

by Jim Coulter



Exciting conditions greeted the seven skippers and their crews who competed in the 2008 Flying Scot North American Masters Championship held October 18 and 19 at Fort Walton Yacht Club, Fort Walton Beach, Florida. A cold front passing through Friday evening broke up the competitors' reception and brought winds from the north that made for cool but sunny conditions.

Three races were held. Race 1, a W2 course, started on time at 10:00 A.M. on Saturday. A stiff breeze from the northwest made for lumpy conditions on the western end of Choctawhatchee Bay

Continued On Next Page

The race committee, headed by PRO George Goodall, reported top winds of 18 knots. Larry Taggart took the finishing horn, with Ron Pletsch taking second, followed by Alan Thompson in third.

Race 2, a W2 1/2 started at 11:30 A.M. The wind held, allowing the competitors to finish and have their boats back on their trailers for the night by 3:00 P.M. Alan Thompson finished first, followed closely by Ron Pletsch in second place

and Thomas Taylor finishing third. Phyllis Seaton, sailing for Fort Walton Yacht Club, was forced to retire when the goose-neck pin failed in the gusty breeze.

Race 3, another W2 1/2, started on time at 9:00 A.M. The wind had clocked to the northeast during the night. A two-way tie for first place was decided when Alan Thompson squeezed out Larry Taggart at the upwind finish. Ron Pletsch finished third, giving him second place overall.

Larry Taggart took third, with Thomas Taylor, Gary Smith, Phyllis Seaton, and Judith Hanlon taking the final four places overall.

US SAILING judges Cal Jones, Marshall Brown, and William Paden were on hand to handle any protests, but the sailors kept it clean and no protests were heard.

Awards were presented to the top three finishers by Fort Walton YC Commodore Dave Vaughan. 🚤



Alan Thompson accepts the first place trophy from Fort Walton Yacht Club commodore Dave Vaughan.



Ron Pletsch accepts the second place trophy from Fort Walton Yacht Club commodore Dave Vaughan.



Larry Taggart accepts the third place trophy from Fort Walton Yacht Club commodore Dave Vaughan.



Ideas for Fleet Growth and for Increasing Participation in FSSA Events: New Project at Fleet 163 Aims to Increase Attendance at the 2009 Wife-Husband Championship

by Mike Noone, FS 5468 and secretary, Fleet 163

Fleet 163 intends to get noticed at the 2009 Flying Scot Wife-Husband Championship and has put together a project involving a “local” warm-up racing series for potential Wife-Husband crews, training sessions, help with preparation of boats and trailers, local travel practice, and a grand finale at the regatta on Lake Massapoag. Maybe other fleets would benefit from a similar project??

The officers of Fleet 163 have been trying hard to stimulate the fleet membership to come up with ideas to increase the fleet participation in FSSA events. In 2008, with the help of a “Yellow Jersey” program devised by our fleet captain, George Balas, who sails FS 1892, we had great success with our plans to get seven boats to travel to the 2008 NACs in Toms River – only about two hours’ drive from our home lake. In the “off-season,” we have turned our attention to the 2009 Wife-Husband Championship at Lake Massapoag – perhaps a six-hour drive!! We believed that we might be able to get even greater participation in this event, but we would need some “inducements” to get the potential sailors “in the mood” for competition. The fleet has a good contingent of regular wife-husband crews, and we had four boats at the Wife-Husband Regatta at West River on the Chesapeake in 2005. However, most of the potential Wife-Husband crews in the fleet have never attended any FSSA national event. The fleet officers took up the challenge and determined that we should be able to get even more boats to travel to Massapoag and solicited ideas from the fleet members to make it happen.

At a recent fleet meeting in a bar near the lake (which helps to develop the thought processes), Glenn Wesley—who sails FS 3834, DJ, with his wife, Dorothy, as crew—suggested that we needed some “trial”



Fleet 163 members meet to plan the 2009 wife-husband racing series: treasurer, Len Evelev; fleet captain, George Balas—holding a fleet award presented to Len for his great support of the fleet's social activities in 2008; Glenn Wesley, the idea driver; [my empty seat!!!]; Judy Morrison and her husband and fleet scorekeeper, Greg; and fleet measurer, Phil Scheetz.

events to give all of the potential Wife-Husband crews more confidence in their ability to compete and to travel. Glenn and Dorothy are prime candidates for participation in the 2009 event. In the discussion that followed, the fleet came up with the idea of having a “local” wife-husband, five-date racing “series” in May and June of 2009, culminating in the regatta at Lake Massapoag in July. The race dates would coincide with the regular race dates at the club, but it was determined that any participating wife-husband crews would be scored separately for the wife-husband series, in addition to being scored for the regular fleet racing series.

We also decided to focus our crew-training session for 2009 on wife-husband crews and set the date for that training to be during the wife-husband racing series. The training will be provided by a nationally-ranked female sailor with great sailing credentials and teaching skills, who occasionally crews for our fleet measurer, Phil Scheetz (who sails FS 4086 and facilitates the arrangements). We have several potential Wife-Husband crews who do sail together at the lake but do not regularly compete together in the fleet racing. We believe that this wife-husband series will attract their participation and ultimately increase the number of families sailing together,

and sailing competitively, with the fleet.

Three dates of the five-date wife-husband series will be at our home on Lake Nockamixon. One date will be made part of our “Challenge of the Lakes” annual racing series between Fleet 163 at Nockamixon and Fleet 184 at Spruce Run, New Jersey. This date will get the wife-husband teams familiar with the travel experience—packing the boat, traveling safely, setting up the boat, and launching at an unfamiliar location. The final date of the Nockamixon wife-husband series will be at the FSSA regatta on Lake Massapoag! The scores obtained by the fleet boats in that regatta will be combined with the scores from the previous series dates to determine the overall Fleet 163 wife-husband champions for 2009.

The officers of Fleet 163 are confident that this wife-husband series will greatly enhance the prospects for a large participation by Lake Nockamixon sailors in the national event. This concept of holding a “local” wife-husband racing series could work for other fleets to grow their participation in the Wife-Husband Championship. Try it. It may work for you, as we hope it will work for us. We hope that you all will get to see a big crowd from Fleet 163 at the regatta on Lake Massapoag in Sharon, Massachusetts, in July. ▲

A photograph of several sailboats on a body of water. The sailboats have white and orange sails. One sail has the number '1482' and '2841' written on it. Another sail has '27' written on it. The boats are on the water, and there are people on board. The background shows a line of trees.

MIDWESTERN DISTRICT

FLEET 135 HOSTS SECOND ANNUAL GLOW II REGATTA

by Deb Aronson, FS 3683

Winds were lighter at the Second Annual Glow II Regatta than they were at last year's inaugural event, but the participants had just as much fun. Sailors gathered Friday evening (September 26) at Clinton Lake, Illinois, around a roaring bonfire for a potluck with brats, chicken, potato salad, desserts, and lots of Madison's own Capital Brewery beer brought by Luther and Deb Torgerson, members of the Madison, Wisconsin (Monona Lake), contingent. The weather was perfect for camping and Clinton Lake is a lovely spot for it, so even more sailors than last year camped in the fields of the sailing club on the edge of the lake, waking Saturday morning to a beautiful day, hot coffee, and fresh donuts.

Fleet 135 member Don Johnson's homemade cannon boomed across the lake as the race committee boat left the dock. Three races were run in light and shifty winds. Last year's winner, Ryan Malmgren, sailing with his son, Evan, and daughter, Chloe, used the traditional Glow "pink" sails this year. These sails were donated to the fleet as a traveling trophy many years ago during the original Glow in the Dark regatta by Steve "Doc" Bellows, a sail maker with Schurr sails. In a carryover from that original regatta, the Glow II winner from the previous year uses the pink sails.

In the first race, Malmgren got the best start of the fleet and led the entire race, with Ben Williams and Deb Aronson from Clinton Lake coming in second. The second race, the top three boats finished within mere seconds of each other, with Frank Gerry coming from third place to snatch the win from Dave Sebald. In the third race, Williams got a strong start and led all the way around the course, with Bill Vogler taking second and Gerry in third.

Dinner Saturday night was a big steak cookout. Appetites, powered by a great day on the water, were strong, and the dinner was a big hit.

Unfortunately, Sunday the wind failed us and no races were held. Still, that morning sailors woke up to a hot breakfast of eggs cooked to order, pota-



toes, and fried bread, all cooked over the club grill, courtesy of Fleet 135 members Joe and Denise Karbarz.

Final standings for the regatta were: first, Ben Williams and Deb Aronson from Clinton Lake; second, Frank and Marianne Gerry from Delavan Yacht Club; third, Bill Vogler from Carlyle Lake and Jim Westerfelt from Clinton Lake; fourth, Ryan, Evan and Chloe Malmgren from Madison's Lake Monona Sailing Club; and fifth, Jack McClurkin and Ted Spaubauer, both from Delavan. McClurkin was in a three-way tie with Colin Dykes and Dave Sebald (both from Lake Monona), so the race committee got out the rule book to determine the fifth-place finisher.

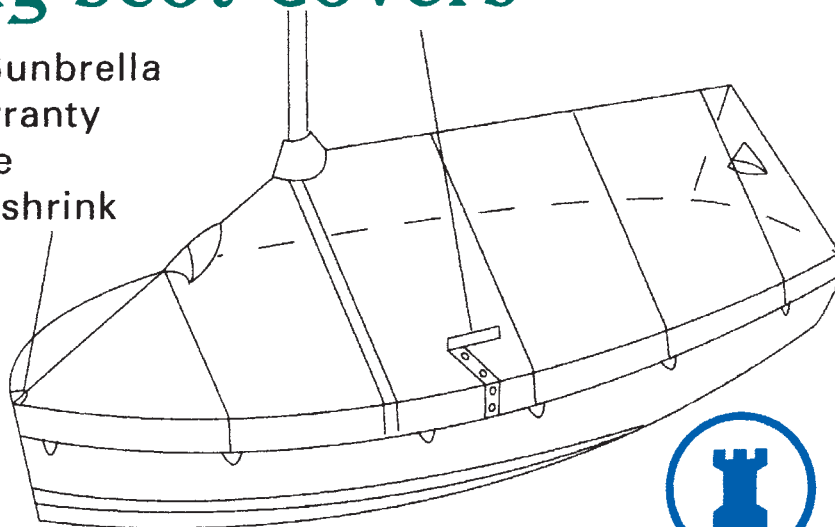
After the trophies, which included crew trophies of crank handles painted like "Olympic medals," all the participants posed for a group photo. Everyone vowed to return and all are welcome to join us in 2009 for great sailing, great camping, great food, and great fun. 🛥

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

Cover has a tent-like fit
 Delrin zippers with flap
 Velcro enclosures for stays
 Hooded mesh vents
 Loops along hem for tie-down
 Hidden seams for UV resistance
 Heat cut edges will not fray
 Flat covers also available



ROOKE SAILS

1744 Prescott
 Memphis, TN 38111
 (901)744-8500
www.rookesails.com

Options

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

Prices

Cover	white	blue	other
6" skirt	\$414	\$421	\$443
Full-sided	\$532	\$548	\$575

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
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



Skirted Mooring Cover above. We also make "Mooring" without skirt, Trailing-Mooring, Mast, T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:
 FREE How to Choose the Right Style One-Design Sailboat Cover
 FREE Poly Army Duck and Acrylic fabric samples.
 FREE Diagram of what correct seams and hems look like.

The Sailors' Tailor, Inc.

Tel. 1-800-800-6050
 1480 W. Spring Valley-Paintersville Rd.
 Spring Valley, Ohio 45370



Comprehensive Website www.sailorstailor.com

NEW MEMBERS

Capitol District

FS 1900

Marco Dumont
PO Box 444
Devon, PA 19333

Dixie Lakes District

FS 4964 / Fleet: 111

Gregory Lamps
5005 Duxford Drive, SE
Smyrna, GA 30082

Florida District

FS 3423

Juan Ducaud
15621 SW 75 Ave
Miami, FL 33157

FS 1988

Jim Faugust
19345 Water Oak #102
Port Charlotte, FL 33948

FS C5477

Judith Hanlon
19356 Haskell Place
Land O Lakes, FL 34638

FS 2346

Christina Walker
8390 Wingate Dr., #520
Sarasota, FL 34238

Greater NY District

FS 5729 / Fleet: 177

Eliot Clauss
5 East 87th Street, 14-A
New York, NY 10128

FS 0120

Peter Hamme
79 Timberlane Drive
Shelton, CT 06484

FS A007

David Liljegren
387 Flax Hill Rd
Norwalk, CT 06854

Gulf District

FS 2978

Butch Starnes
245 Cotton Rd
Guntersville, AL 35976

New England District

FS A006 / FS 5732 / Fleet: 76

Douglas R. Watts
6 Stop River
Norfolk, MA 02056

New York Lakes District

FS A008 / Fleet: 0

Rebecca Dickerson
2305 E. Lake Rd
Skan, NY 13152

Ohio District

Steve Tsuchiya
4092 Fieldsedge Dr
Mason, OH 45040

Prairie District

FS A005

Tom Smead
PMB 404, 110 14th St.
Cody, WY 82414

FS 3468

John Whitten
40 Abrook Ct
Colorado Springs, CO 80906

don't get even... ...get

MAD

2007 FLYING SCOT RESULTS

- North American Championship, Championship Fleet (59 boats) - 3
- New England Districts - 2
- Ephraim Regatta (31 boats) - 1
- 58th Massapoag Regatta - 1
- Glow II Regatta - 1,2
- Fall 48 (28 boats) - 1
- Florida District Championship #3, Rudder Club (29 boats) - 1,3
- Saratoga Invitational Regatta (43 boats) - 1,2
- New England Regional Districts - 1



MAD SAILS

ryan@madsails.com | www.madsails.com | 608-225-4287

Mad Sails | 2528 Todd Drive | Madison, WI 53713

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

FS 648 - Custom Flex built in 1965. Rigged for Soco sailing-sea worthy footing for mast needs repair, trailer included (Gator). Sails not included. **\$1800** Located in Bay City, MI. Contact: Gail Bitler, 989-895-0909, gbitler@formandfunctionBC.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, lines and trailer. **\$3500** Located in Lake of the Woods, VA. Contact: Hans Noordanus, 540-846-1605, hans.noordanus@lowsc.org

Check
www.fssa.com
for the latest listings!

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

FS 2349 - Customflex built in 1973. Excellent condition. New trailer. Two sets of sails. New paint hull/deck. New rub rail. New Jib Halyard/Centerboard Pendant/Mainsheet. Boomtent. Motor mount. Garage kept. **\$4250** Located in Port Tobacco, MD. Contact: Lee Hastings, 301-934-1525, lhastings1@comcast.net

FS 2567 - Customflex built in 1974. Good condition, trailer, white hull, red pin stripe, white deck. New rudder head, boom two years old, re-conditioned sails with reef point, lifting bridle, motor mount. Paddles. **\$3200** Located in Zionsville, IN. Contact: Mike Crowell, 317-409-3860, mcro1235@aol.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 **\$2200** Located in Warren, OH. Contact: Jerry Donohoe, 330-856-7470, jerdnh@aol.com

FS 4342 - Douglass built in 1987. Tri-Nee trailer. White deck, red waterline. Original Schurr main and jib sails. Recreationally sailed only at Green Lake. Dry garage winter storage. Red mooring cover. Shore station available. **\$5000** Located in Green Lake, WI. Contact: Kris Ronnow, 708-366-9904.

FS 5532 - Flying Scot built in 2004. Family package, grey hull deck, black bottom. Excellent condition. Trailer, outboard bracket, jiffy reef, rudder lift cockpit cover, anchor, lifting bridle, aluminum paddle. Lightly used. **\$11,000** Located in Westhampton, NY. Contact: Beecher Halsey, 631-288-3825, halsey3@optonline.net

FS 5480 - Flying Scot built in 2002. White hull and deck. Very clean. Sailed less than a dozen times by this 2nd owner. Other schedule commitments are preventing enjoyment of this great boat. Radical race package. Carbo blocks. Rudder lift. Sailor's Tailor skirted top cover and bottom cover. Only dry sailed. **\$12,500** Located near Birmingham, AL. Contact: Dan Colley, 614-378-8322, dess@msn.com

FS 5501 - Flying Scot built in 2002. Racing packet rigged, white with red trim, dry sailed. Options: Plastimo 101 compass, Trailex trailer, North Sails, lifting bridle, swim ladder and rail, anchor, bow inflation bag, light paddle, three covers, Master Helper II, rudder blade lift, motor mount, etc. **\$12,995** Located in Greensboro, NC. Contact: Gerald Donnelly, 336-282-3453, gdonnelly@triad.rr.com

STARTING LINE Calendar Of Monthly Events

2009 Mid-Winter Championship
Saint Petersburg Yacht Club
St. Petersburg, FL
March 23 - 27, 2009

2009 Eastern Women's Regatta
Deep Creek Yacht Club
Deep Creek, MD
July 11 and 12, 2009
Also, the same weekend will be a JUNIOR FLYING SCOT REGATTA for kids 18 and under.

Contact Geri Meehan at gfmeehan@gmail.com or call 301-387-3469 starting May 15, 2009.

2009 Wife-Husband Regatta
Massapoag Yacht Club Fleet 76
Sharon, MA
July 18 and 19, 2009
Welcoming party is the evening of July 17 PM
For info. contact Diane Kampf dkampf@charter.net 508-847-8401

2009 North American Championship
Ephraim Yacht Club
Ephraim, WI
August 1 - 7, 2009

For more information visit Ephraim Yacht Club

2009 Master's Championship
Sandusky Sailing Club
Sandusky, OH
August 22 and 23, 2009
Additional information to come.

NorthEast Regional Championship (NERD)
Duxbury Yacht Club
Duxbury, MA
August 22 & 23, 2009
For more info. contact John Clark john@cutterassociates.com or David Corey dcorey@hms.harvard.edu

Greater NY Districts / Douglass/Orr
Invitational Regatta
Sprite Island Yacht Club
Westport, CT
August 29th & 30th, 2009

For more info. contact Peter Feick Pfeicksr@optonline.net

Massapoag Yacht Club
60th Annual Regatta
Massapoag Yacht Club Fleet 76
Sharon, MA
September 12 and 13, 2009
Welcoming party is the evening of September 11
For info. contact Diane Kampf dkampf@charter.net 508-847-8401

Scots on the Rocks
Lake Murray Sailing Club
Chapin, SC near Columbia
September 12 and 13, 2009
For more info. contact Bob Walrath 803-932-0706 rwalrath1@sc.rr.com

2009 Atlantic Coast Championship
Carolina Sailing Club
Edenton, NC
September 26 and 27, 2009
Additional information to come.

Check
www.fssa.com
for the latest listings!



Travis Weisleder on his way to winning 2 of the 6 races at the North Americans!

The leader in One Design Sails!
Call Skip or Ernie for details



Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729-4777
 Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1150

www.quantumsails.com

CRSA

CORAL REEF SAILING APPAREL
 888.224.0641



WWW.CORALREEFSAILING.NET



ONLINE CATALOG AND *NEW LOWER PRICES*
 CUSTOM ARTWORK DESIGN
 CUSTOM TEAM LOGO APPAREL
 ON SITE INVENTORY FOR YOUR EVENT
 PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA
 SELL YOUR EVENT PRODUCTS IN ADVANCE
 WE STAFF YOUR EVENT
 NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND
 FLYING SCOT 50TH ANNIVERSARY APPAREL





www.schurrsails.com

Design

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

Fabrication

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

Service

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

490 South L Street
Pensacola, Florida 32502
850-438-9354 fax 850-438-8711
hunter@schurrsails.com



15% DISCOUNT PROGRAM NOW IN EFFECT!

Excellence in Design, Fabrication & Service

Whether you're Cruising the Open waters or Racing around the buoys, Schurr Sails has the equipment you need to get you there safely and quickly.

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

For the Racer, we have taken the same quality, durability, reliability, and service and selected the finest cloth available. We have taken our 50 plus years of experience in development and created the fastest sails available, yes they are still remarkably easy to set and trim.

**Check out our one design web site at schurrsails.com
or call Hunter Riddle at 850-438-9354.**

1ST PLACE:
JUBILEE REGATTA 2008
1ST & 2ND PLACE:
PACIFIC DISTRICTS 2008
2ND PLACE:
JUNIOR LIPTON 2008

MADE IN AMERICA

All things
F4S[®]



"The Raceware Specialists"

www.APSLTD.com

800.729.9767

...and more!



Photo Courtesy of Bob Maher



Join Today!

*Your Passport to
Great Sailing...*
An FSSA Membership

800-445-8629

Fax: 803-765-0860 • Email: info@fssa.com

FSSA Headquarters:

One Windsor Cove, Suite 305 • Columbia, SC 29223

Flying Scot® Sailing Association
One Windsor Cove, Suite 305
Columbia, SC 29223

Address Service Requested

Periodical
Postage

PAID

Columbia, SC
29201

District Governors

CAPITOL DISTRICT

Johannes (Hans) Noordanus
PO Box 1371
Lake of the Woods, VA 22508
(540) 846-1605
hans.noordanus@lowsc.org

CAROLINAS DISTRICT

Joe Price
3232 Alphawood Drive
Apex, NC 27539
(919) 325-2721
jprice400@yahoo.com

DIXIE LAKES DISTRICT

Charlie Fowler
2585 Winding Lake Trail, NE
Conyers, GA 30012
(770) 761-9780
fowlersails@yahoo.com

FLORIDA DISTRICT

Dave Thinel
622 Wood Street
Dunedin, FL 34698
(727) 738-5451
dave812@verizon.net

GREATER NY DISTRICT

Melanie Dunham
700 Route 22, Trinity-Pawling School
Pawling, NY 12564
(845) 855-0619
FS2601@aol.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Jim Davis
8019 Northridge Drive
Brighton Michigan 48116
810-231-7784
jcdavis784@yahoo.com

MIDWESTERN DISTRICT

Ryan Malmgren
1621 Madison Street
Madison, WI 53711
(608) 225-4287
ryan@madsails.com

NEW ENGLAND DISTRICT

Diane Kampf
185 Union Street P.O. Box 9
Linwood, MA 01525
Phone: 508-847-8401
dianekampf@charter.net

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT

Thomas P. Hohler
356 Vanadium Road
Pittsburgh, PA 15243
(412) 279-8572
thomas.hohler@verizon.net

PACIFIC DISTRICT

Ken Nelson
3082 W. 15th Ave.
Kennewick, WA 99338
(509) 585-4252
greblach@netscape.net

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
913-362-5181
slaughterj@medjames.com

SOUTHWEST DISTRICT

Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4884
gretamittman@yahoo.com