

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 53 NUMBER 3 2009

NOTICE OF RACE

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP

INFORMAL SUMMARY OF

THE 2009 MID-WINTERS FSSA BOARD OF GOVERNORS MEETING

TOP GUN 2009

**YELLOW JERSEYS ARE NOT JUST FOR BIKERS –
THE TOUR DE BARNEGAT, 2008!**



Pick a side



AP

Photo: **1st at the Midwinters '09**, Al and Katie Terhune, powered by the North AP mainsail.



LC-1

Photo: **2nd at the Midwinters '09**, Eduardo Cordero and team, powered by the North LC-1 mainsail.

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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. 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.

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*Denotes Executive Committee Members



From the President

by Barbara Griffin, FS 2259



Dear fellow sailors,

I would like to share the following article* with you. I think it is very pertinent for the times. I especially appreciate Matt's positive attitude. As we all tighten our purse strings, there is still so much to enjoy!

The New Rules of One Design Sailing

Of course we have a new rule book this year, but that's only part of the "New Rules." The new rules this year also include lessons on frugality and fleet building in a tough economy. Owners and members will be more reluctant to spend money attending and traveling to regattas. Classes will struggle to grow and struggle to replace old boats with new boats. Many classes will stagnate or decline. Builders and the essential suppliers to classes (sail makers, parts distributors and manufacturers, boat distributors, event hosts) will all be facing a very bleak year. Some may not survive.

- Make sure your existing members have fun sailing their boats in a very cost-conscious way. Against the economic gloom, it's going to be even more important to get out for a beautiful day on the water and have some fun racing.

Your class's job is to create opportunities to do this in a very cost-effective way this year. Have fun and inexpensive regattas.

- Maintain momentum and confidence in the class, individual boat by individual boat. Make sure your class sparkplugs are fired up and making the calls to get people out. Don't adopt a bunker mentality. No matter what happens, the sun will still shine and the wind will still blow - and they're both free!
- Don't set ambitious, unrealistic expectations. Attendance at events will almost certainly be down this year. Don't let it dampen the party. The fate of your class is in your hands. You can either allow it to fade away, or you can get on the phone and rustle up some attendance.
- Support your suppliers and sponsors. They will appreciate your class as customers because we stood by them and recognized their importance to our sport.

This letter speaks a lot to racing, but it has a message for everyone who sails. For

your mental health, nothing beats a day on the water in a sailboat!

As a follow-up to this, I would like to thank all those who have generously supported our national regattas, as sponsors. These sponsors regularly include the boat builder, sail makers, and some districts and fleets, plus individuals. The Midwinters sponsors this March were: Platinum level - Flying Scot, Inc., Cedar Point YC (Fleet 177), and Massapoag YC (Fleet 76); Gold level - North Sails; Silver level - Bill Ross and Glenn Shafer; Bronze level - Mad Sails, Dan Goldberg, and Hal Walker. Their support is essential to the continued success of the Flying Scot Sailing Association and to our being able to provide the extras at our sanctioned events. Their support also makes an invaluable statement!

Many of us are now just really getting into our sailing season. Invite your friends for a sail, and continue to enjoy - the sun, the wind, and the water (well, almost) are free!

Happy sailing! 🚤

* An article by Matt Bounds, US SAILING One-Design Class Council chair, with Justin Scott of the Viper 640 class providing the nucleus of the article.



From the Editor

Kay Summerfield



Wednesday March 5, 2009

Dear Kay,

I had to send you this picture from the St Louis paper. It shows the only survivor of the four football players that capsized in the Gulf last week.

There are important things to do when you capsize.

1. Stay with the boat. The white bottom can be seen for many miles.
2. The life jacket on the survivor looks like it is an orange color. The best color to be spotted from the air is bright yellow. Please my fellow Scot sailors only buy bright yellow life jackets.
3. Wear your life jacket when the wind is blowing.

You can see the color is important. A dark color would blend in with the water. You want to be seen.

Maj Joe Gerrity USAF (Ret)
Fleet 83 

Flying Scot® Sailing Association Preliminary Notice of Race
March 31, 2009 Rev-1

NOTICE OF RACE – FLYING SCOT® NORTH AMERICAN CHAMPIONSHIP
August 1 – 7, 2009 • Ephraim Yacht Club • Ephraim, Wisconsin

1. **Rules:** This regatta will be governed by the rules as defined by the current edition of the Racing Rules of Sailing (RRS).

2. **Eligibility** requirements are as follows:

a. **The North American Championship (NAC)** is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Placement in the Championship and Challenger Divisions will be determined by a three race qualifying series followed by a five race Championship Series. Reminder: FSSA dues and Club Boat registration fees must be paid by July 1, 2009.

b. **Junior Championship:** Normally a three - five (3-5) race series held on the Saturday and/or Sunday preceding the first race of the NAC Qualifying Series. If five (5) races are scheduled, each should be a "short" race. All races will be scored. The National Championships Committee shall approve the format each year. *To be eligible to compete, the helmsman shall not have reached his/her 19th birthday as of August 2, 2009 final day of registration for this Championship, and, must be an Active, Life, Club, Family, or Junior member. Aspiring entrants who are full or part time college students are not eligible for this event.* Only another Junior meeting the same eligibility requirements as those of the helmsman may assume the helm temporarily while the helmsman makes adjustments or repairs. Adults may only assume the helm in the event of emergency and the penalty for doing so shall be disqualification from that race unless redress is granted by the protest committee.

c. Immediate family members (father, mother, grandparents, brothers, and sisters) may serve as crew. At least five boats must be registered in the Junior Championship by July 18, 2009 for this championship to be held. FSSA dues may be paid at registration.

d. **Women's Championship:** All helmsmen shall be female and must be Active, Life, Family, or Club members. All crew must be female. At least five boats must be registered in the Women's Championship by July 18, 2009 for this championship to be held. FSSA dues may be paid at registration.

3. **Registration:** Due to limited space available, the first 80 boats to register will be confirmed entries. Boats in excess of that amount will be accepted on a space available basis. Registrations will be accepted in the order received but will not be valid until all fees are paid and the Entry Form is complete. Entry Forms may be obtained on-line at www.fssa.com, www.eyc.org, by using the form in *Scots n' Water*, or at registration Saturday, August 1, 2009 from 1000 - 1700 and Sunday, August 2, 2009 from 0900 – 1700 at Gibraltar High School, 3924 State Highway 42, Fish Creek, Wisconsin.

a. Registration for the Junior and Women's Championships must be completed by Sunday, August 2, 2009 at 1100.

b. Registration for all other boats must be completed by 1700 on Sunday, August 2, 2009 unless other arrangements have been made with the registration committee. Sailing Instructions will be available to registrants at the completion of registration and measurement.

4. **Measurement:** Sails may be selectively measured and all boats will be checked for required safety equipment. Other measurements, including checking centerboards, may be made at the discretion of the Measurement Committee. Club boats and sails will be measured completely.

a. *CMR 83 now in effect pertaining to centerboard specifications is posted at the Home Page of the www.fssa.com. All centerboards are subject to inspection under normal measuring procedures. In addition, the top five boats from the 2003-2008 NAC & Midwinters Championship Divisions will have centerboards checked for compliance*

b. *Effective 1/1/2009 all boats shall have bow flotation and 4" drain ports at the stern.*

5. **Fees:**

Registration:	US Sailing Member	Non-US Sailing Member
FS NAC	\$ 195	\$ 205
Women's	\$ 40	\$ 50
Junior	\$ 40	\$ 50

Late Registration: Entries post marked after July 7, 2009

FS NAC	\$ 245	\$ 255
Women's	\$ 50	\$ 60
Junior	\$ 50	\$ 60

Two T-shirts per NAC boat, the Sunday evening welcome party and continental breakfast Monday through Friday are included for each boat. Lunches, three dinner parties, and lodging are not included in the fee. Additional T-shirts and apparel will be available at the regatta site. Please see the entry form for further details.

6. **Schedule:**

a. **Junior and Women's Championship:** Sunday, August 2, 2009. The first Warning Signal is scheduled for 1300. There are three scheduled races of which one completed race will constitute a series.

b. **NAC Qualifying Series:** Monday and Tuesday, August 3 – 4, 2009, the Warning Signal for the first race is scheduled for 1100. Three races are scheduled. Depending upon conditions, the schedule is subject to change.

In accordance with US Sailing's Prescriptions to Rule 70.5(a), decisions of the protest committee are final. US SAILING's permission has been granted. If the requirements shown on http://raceadmin.ussailing.org/Rules/No_Appeal/Rule_70_5_a_Procedure.htm are not met, the decisions of the protest committee may be appealed.

US SAILING's permission is limited to the Qualifying Series. Competitors may appeal decisions of the Protest Committee in the Championship Series.

c. **Championship and Challenger Schedule:** Racing will be Wednesday through Friday, August 5 - 7 with a maximum of five races. The time of the first Warning Signal each day is scheduled for 1100. Two races are scheduled for Wednesday and Thursday, and one race is scheduled for Friday. Depending upon conditions, the schedule is subject to change, and additional races may be conducted on any given day depending upon weather conditions and schedule. No Warning Signal will be made after 1300 on Friday.

NOTE: Please look on website for latest revisions of Registration Entry Form.

d. Awards: Trophy presentations will be made as follows:

Junior and Women's Championships	Welcome Party	August 2
Daily Winners	Dinners	August 3, 5, 6
FSSA & Scots n' Water Awards	Banquet	August 6
Championship, Challenger FSSA & Daily	Completion of Scoring	August 7

Prizes: Trophies will be awarded to:

- 1st – 2nd places, Junior & Women's Championships
- 1st – 5th places, Championship and Challenger Divisions*
- Winner of each Qualifying Race and NAC Race
- Other trophies may also be awarded

*Due to the current economic conditions and cost concerns, the number of trophies is as shown. If attendance goes beyond 60 boats, the trophies presented may be increased.

7. **Courses to be Sailed & Sailing Area:** The courses to be sailed will be Windward-Leeward, Triangle-Windward-Leeward or Trapezoid. Racing will occur in the waters of Eagle Harbor and North, Northwest and West of Eagle Harbor.
8. **Berthing:** Boats shall be berthed in their assigned places at the Ephraim Yacht Club dock, Ephraim public launch ramp, Anderson's Dock, or on moorings or piers. A reasonable effort will be made to assign berths in accordance with competitors' preferences, but they are not guaranteed. All competitors should bring adequate tie down lines for docks as well as fenders and mooring lines.
9. **Towing:** Boats may be towed to the race area only if towing is made available to all participants. Otherwise, a boat accepting a tow without consent of the Protest Committee or Race Committee will be disqualified without a hearing (this changes RRS 63.1). Exceptions to this rule may be made by the Protest Committee in extenuating circumstances, i.e., breakdown, illness, or other factors that may be appropriate. Protests under this rule may be made only by the Protest Committee or the Race Committee. This changes RRS 60.1(a). When weather conditions require, towing will be made available to all competitors berthed at the Ephraim public launch ramp out to the end of the channel.
10. **Lodging:** Ephraim is a resort town and August 1-7 is the peak of the tourist season. Lodging reservations should be made promptly before availability becomes limited. See www.eyc.org for information and recommendations on lodging and camping.
11. **Weather Conditions:** The weather in Ephraim in early August is temperate with average daytime highs of 80°F but temperatures in the 90's are also possible. The average nighttime low is 60°F. Winds are typically 5 – 15 knots, W to SW. They are occasionally 20+ knots, and if from the N or NW, can create swells 4 – 6 feet. Water temperature is usually warm enough for swimming for reasonable periods of time.
12. **Parking Restrictions:** Parking in Ephraim and at EYC is very limited. Competitors are advised to obtain lodging within walking distance of EYC and the Ephraim public launch ramp. Distance information is provided in the lodging information at www.eyc.org. A parking map will be provided at the registration site, and a shuttle service to a remote parking lot may be provided. Remote trailer parking will be provided for wet-sailed boats.
13. **Child Care:** Babysitters will be available. Contact Debby Heidler, cell: (630)917-2548; winter home: (630) 655-2548; summer home: (920) 854-7427; or dsheidler@comcast.net.
14. **Local Attractions and Shopping:** Ephraim is located northeast of Green Bay in Wisconsin's scenic Door County peninsula, the state's premier tourist area. It adjoins beautiful Peninsula State Park which will

afford a great view of the racing area. Ephraim contains numerous shops and galleries, most within walking distance of recommended lodging and EYC. There is a sandy swimming beach with a view of the race course, and swimming is also permitted from EYC's pier. Within a 25 minute drive are half a dozen other picturesque villages and harbors, each with shopping, sightseeing and excellent restaurants. Activities for adults and children include fishing, kayaking, lighthouses, parks, beaches, sand dunes, wineries, art galleries, antiques, biking, hiking, caves, farm animals, arts and crafts, music, museums, and theaters. For more information on Ephraim and Door County as a destination, see www.ephraim-doorcounty.com and www.doorcounty.com.

15. **A Word About Ephraim Village:** The NAC is the first event of its kind to be hosted in Ephraim. The small, conservative Village of Ephraim has generously permitted this event to occur during its crowded tourist season and has provided many facilities for the use of competitors. EYC leases its property from the Village. Disregard of village regulations or poor behavior by participants may harm EYC's relationship with the village and the club's ability to host future events. From time to time, crowding, delays and inconvenience may occur, particularly in the launch and parking areas. Regardless of any such occurrences, as a matter of good sportsmanship, all competitors are asked to treat the locals with respect and courtesy. Competitors are urged to obey all reasonable requests of local officials and to be especially aware of parking restrictions. Rules are strictly enforced.

16. **Contact Information:** Carol Claypool, e-mail: carolclaypool@msn.com, please include F/S NAC in the Subject line; home phone: (336) 985-5599; cell phone: (336) 306-4898.

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Informal Summary Of The 2009 Mid-Winters FSSA Board Of Governors Meeting

In order to keep our membership informed about important decisions made by the Board of Governors at the March 2009 Mid-Winters meeting, here is an informal summary of the major discussion items at the meeting.

NAC FORMAT: The Board voted unanimously to retain the current format for the North American Championship (NAC) regatta. In making this decision, the Board considered the results of the membership survey on the NAC format, reviewed the comments of those who responded to the survey, weighed the advantages and disadvantages of the current format vs. other potential formats (three-day and four-day, with and without a Qualification Series), and evaluated the effects of a shortened regatta on the prestige of this major regatta.

In view of (1) the absence of a clear mandate for a change (no alternative format won a clear majority of the votes), (2) many comments pointing out the advantages of the current format, and (3) the need to maintain the integrity of our most prestigious regatta, the Board

decided not to change from the current format (a three-race Qualification Series held Monday and Tuesday, followed by a five-race Championship/Challenger Series held Wednesday through Friday).

MID-WINTER REGATTA LOCATION: The Board voted to leave St. Petersburg and to start an every-other-year rotation between Southern Yacht Club (New Orleans, LA) and Sarasota Sailing Squadron (Sarasota, FL). There were several reasons for this decision. Although St. Petersburg has excellent race management, there is no Flying Scot fleet there and the location is very far to the east. Both Southern and Sarasota have Flying Scot fleets, both have experience running major regattas, and the Board received favorable comments on both venues from Scot sailors who have raced there. In addition, Southern (being in a more westerly location) will hopefully attract more sailors from the Texas, Gulf, mid-west, and west areas.

MASTERS' REGATTA FORMAT: In view of the low attendance at the last two Masters' regattas, the Board voted to

un-sanction the Masters as a stand-alone regatta. It also defeated a proposal to run a Grand Masters series of five races that would be sailed in conjunction with the NAC. The previously sanctioned 2009 Masters will be held at Sandusky, OH, as originally planned.

JUNIORS CHAMPIONSHIP: In order to attract more competitors, the Board voted to increase the age limit to include those who have not turned 19 prior to the event. To retain the original intent of the event, those who have competed on a college sailing team will not be allowed to compete.

CENTERBOARD MEASUREMENT: The Board voted to approve a new Chief Measurer's Ruling (CMR) to provide more quantitative detail and clarity on the features that are checked as part of centerboard measurement. The details are based on the Official Plan. The new CMR will be posted on the web site.

The Board is always looking for feedback on how the FSSA can improve things, and continues to encourage our members to contact any Board member with suggestions. ▲

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

Top Gun 2009

Greg Fisher

Top Gun 2009 was another success at the 2009 Midwinters. Although the actual regatta participation was down slightly, I truly think the audience participation at Top Gun was up a bit! We really need to acknowledge Bob Birkenstock and St Pete Yacht Club for providing us the ideal venue in the regatta room each afternoon after racing and George at Coral Reef Sailing Apparel for supplying the beer!

The one thing that makes Top Gun so special is that the top sailors in our class are so willing to share what they do right and what makes them so fast PLUS they're humble enough to explain what they did wrong on those rare occasions! Thanks to Al Terhune, Eduardo Cordero, Harry Carpenter, Ryan Malmgren, Hans Noordanus, Jeff Linton, Travis Weisleder, Brian Hayes, Bill Warner, and Brock Schmidt for their articulate explanations and sharing. If I missed anyone who also contributed, I apologize.

But for those who have not been able to make the Midwinters and Top Gun, this is what it's all about. In the mornings before we leave the dock, we try to have a short weather/current forecast plus a tip from the top from one of our "fast guys" about how they'll approach the day. After the races we gather around a big-screen TV provided by SPYC, watch video of the day's racing, have a beer, and listen to the winners of the day share their knowledge. We discuss starting, tactics, boat handling, boat speed issues, or whatever made a difference that day in overall results. Questions are always welcome. We try to keep the sessions to an hour so everyone can still make dinner and the parties.

It's always educational and hopefully fun. We hope you'll come to Midwinters next year at Southern Yacht Club in New Orleans and be a part of "Top Gun 2010"! 🚤





Yellow Jerseys Are Not Just for Bikers – the Tour de Barnegat, 2008!!

by Fleet 168, Tampa, Florida

By Mike Noone, FS 5850,
and Secretary, Flying Scot
Fleet 163

Seven boats from Fleet 163 at Lake Nockamixon, Pennsylvania, competed in the 2008 FSSA North American Championship at Toms River Yacht Club on Barnegat Bay!!! All of the Fleet 163 boats sailed in the Challenger Division, where they enjoyed some great competition

and comprised over a third of the total Challenger fleet. In fact, Fleet 163 made up 10% of the total number of participants in the NAC! To mark the occasion and to provide some intrafleet competition, our fleet captain, George Balas, devised a daily award scheme similar to the Tour de France cycle race. Each day, the skipper of the highest-scoring boat

from Fleet 163 was awarded a Yellow Jersey for his performance, and he was required to wear that jersey during the next day's competition. The jerseys added to the excitement of a great event and provided extra publicity (notoriety?) for Fleet 163.

The 2008 NAC proved to be a great racing and learning experience for all seven of the Fleet 163 boats, since most were sailing in their first NAC and several were participating in their first major competition. At home, the fleet sails with the Nockamixon Sail Club on Lake Nockamixon, a small state park lake with the usual erratic "pond" winds, uneven race courses, and amateur race organization. Participating in an event of the caliber of the NAC—with professional race management, nationally accredited race officers, square lines, fair courses, in great breezes (and even some tide!!)—was an opportunity not to be missed.

One of our members, Phil Berger in FS 5541, was sailing in the bay waters where he learned to sail, and his crew, Steve Narbus, was sailing for only his second time in a Scot. Our fleet treasurer, Len Evelev (with his wife, Helen, and ex-NSC commodore Vince Wright as crew), was sailing in his first NAC in FS 4583. Our fleet captain, George Balas, and Scott Cass as crew were also in their first NAC and enjoyed some exciting sailing in *Silver Girl* (FS 1892) as the winds picked up on days 2 and 3. Mike Mandell, with son Sam and Dave Lauser as crew, sailing in FS 5010 in their first NAC—also in their first year in a Flying Scot—showed the rest of us "how it should be done." Our fleet measurer, Phil Scheetz, sailing in his second NAC, this time with Tom McGrath as crew, sailed FS 4086 with good speed and great spinnaker work. Will Mathias, also sailing his second NAC in *Come Monday* (FS 3984), this time with son Clay and Nockamixon Thistle champion Craig Smith as crew, showed the most "potential" and came on strong as the wind built. (Craig is the current president of the Thistle Class Association, and we have a photo of him in a Flying Scot shirt!!) Brenda and Mike Noone have sailed several NACs in *Hi-Noone* (FS 5468), but this was the most memorable for the camaraderie among the seven fleet boats.

In the first race, in a gentle breeze of 6 to 8, Team Noone took the boat end, sailed in clear air on the right side, and



Mike Mandell in the first of the Yellow Jerseys won by Team Mandell for their success on the first day of the regatta, with his crew (Sam and Dave) ready to go for more!!

led Fleet 163 to the first mark—and finished the race in 5th place, their highest finish for the week!! The other teams did not appear to enjoy the light air and were getting used to the new sailing environment. Team Mandell showed that they were set for a good week by finishing in 9th place (second in Fleet 163), with Team Scheetz in 12th place (3rd in Fleet 163). In the second race, Team Mathias had a great start and set the pace for the Fleet for the first three legs of the course. Team Noone decided that the Mathias team must see something good on the left side of the course, so Noone followed Mathias into battle on the left side—not wanting to see a Thistle sailor in front!! However, the winds were stronger on the right side, where the Mandell and Scheetz teams made greater speed and finished 8th and 13th, respectively; coming from the left, Team Noone finished 15th and Team Mathias 16th!!

The highlight of the second race was the great speed of Team Balas on the first windward leg. They got the shifts correct and were the first Fleet 163 boat to reach the windward mark. Unfortunately, they embraced the mark (!!) and were the last Fleet boat to leave the mark!! Yes, there was current on Barnegat Bay. (It is never

like that here!!) Several boats found themselves "off course" in the tide, in different directions at different points on the course! Team Balas obviously found the tide, and after waving to the Fleet as it passed by (at least I think that is what they were doing !?), they traded places with Team Evelev for the day, and Team Berger hoped for more typical Toms River breezes for the next races. Fleet Captain George Balas presented the first Yellow Jersey for the winner of the first day of our "Tour de Barnegat" to Mike Mandell, skipper of Team Mandell, who had the best Fleet 163 score for the day.

The second day saw the sea breeze develop, as predicted, to 16 to 18, and three races were completed in a building breeze, because the forecast for the next day was uncertain. The three-man crews of Team Mandell and Team Mathias showed superior boat speed, while Team Scheetz sailed the conditions in perfect form with great spinnaker work. In race 3, Team Mandell gained a 5th place overall to lead Fleet 163, with Team Scheetz in 8th and Team Noone in 11th. The winds peaked in race 4 and Team Noone showed some very unusual spinnaker work—fortunately not caught

Continued On Next Page




Almost the entire Fleet celebrates the presentation of the fully-autographed, second Yellow Jersey to Sam Mandell, the youngest member of Fleet 163 at the regatta, during the dinner after the second day of racing.

on camera—to take 14th place!! Team Mathias got “in the groove” in race 4 and finished in 4th place overall, the highest finish of a Fleet 163 boat in the regatta!! Team Mandell again showed great speed and consistency with another single-digit finish, this time 6th. Team Scheetz also reveled in the conditions and took 10th place. Race 5 again proved ideal conditions for Team Mathias, who led Fleet 163 with a 6th place, followed very closely this time by Team Scheetz in 7th (their best finish of the regatta), with the consistent Team Mandell in 9th. With scores of 5, 6, and 9, Team Mandell gained the Yellow Jersey for the second day in a row! This jersey was signed by all of the Fleet 163 sailors and was proudly worn by young Sam Mandell.

Team Mandell continued their hot streak. They took 5th place in the final race of the regatta and won their third Yellow Jersey of the event—the third day in a row for Team Mandell!!! At the final awards ceremony, the third member of Team Mandell, crew Dave Lauser, was the proud wearer of the autographed Yellow Jersey. Team Mandell finished the NAC in 6th place in the Challenger Division. Team Scheetz finished 9th, and Team Mathias finished 10th. With three boats in the Challenger “Top Ten,”

Fleet 163 set a fleet record that may be difficult to beat!! There is no doubt that the Yellow Jersey competition within Fleet 163 had the desired effect of stimulating some great friendly competition and some great fleet camaraderie!!!

At home on Lake Nockamixon in 2008, Flying Scot Fleet 163 also set new records: 22 different skippers par-

ticipated in fleet racing, and 10 skippers won races. Each of the three racing series (Sunday, Saturday, and regatta) had a different winner. Great, close competition and great fleet camaraderie!!! 

The Yellow Jersey amongst the Fleet 163 winners and their trophies at the 2008 NAC.



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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...

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...

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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.)

Trailex Aluminum Trailer...

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



Aquameter Sailor II Compass & Mount...

Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

Plastimo Contest Tactical Compass & Mount...

3 5/8" card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation.



Tacktick Micro Compass & Mount...

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

Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.



Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners.

Swim Ladder...

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



Mainsail Flotation...

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

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STARTING LINE

Calendar Of Monthly Events

**MAYRA Regatta
Avalon Yacht Club
Stone Harbor, NJ
June 27, 2009**

For more info: Linda Nicholson
LinBNich@hotmail.com

**2009 Midwestern District
Championships
Delavan Lake Yacht Club
Delavan, WI
July 10-12, 2009**

For more info: Frank Gerry
630-466-1161
f.gerry@mchsi.com

**1st Leg of LI FS
Championship Series
Westhampton Yacht Squadron
Westhampton, NY
July 11, 2009**

For more info: Ed Sorgan
eddgann@aol.com

**YCSH Commodores Regatta
Yacht Club of Stone Harbor
Stone Harbor, NJ
July 11, 2009**

For more info: Linda Nicholson
LinBNich@hotmail.com

**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 gmeehan@gmail.com or 301-387-3469 starting May15.

**DYC 50th Anniversary Golden
Jubilee Regatta
and Michigan Ontario 2009 District
Championship
Detroit Yacht Club
Detroit, MI
July 18 and 19, 2009**

For more info: dycflyingscots@gmail.com

**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: Diane Kampf
dkampf@charter.net
508-847-8401

**MAYRA Regatta
Stone Harbor Yacht Club
Stone Harbor, NJ
July 25, 2009**

For more info: Linda Nicholson
LinBNich@hotmail.com

**Sandy Douglass
Deep Creek
Deep Creek, MD
July 25 and 26, 2009**

For more info: Roger Levin
roglevin@aol.com

**US SAILING Area B Semi-finals for
the Adams and Mallory Cup
Sprite Island Yacht Club
Westport, CT
July 26, 2009**

For more info: Bob Counihan
RJCounihan@nyseg.com

**Sprague Memorial Regatta
2nd Leg of LI FS Championship
Series - Moriches Yacht Club
Center Moriches, NY
August 1, 2009**

For more info: Ralph Coffill
Rcoffill@msn.com

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

For more info: www.eyc.org

**Saratoga Invitational Regatta
Saratoga Lake Sailing Club
Saratoga, NY
August 8 and 9, 2009**

For more info: Ann Seidman pse-
idma1@nycap.rr.com

**2009 Master's Championship
Sandusky Sailing Club
Sandusky, OH
August 22 and 23, 2009**

**New England Regional District
Duxbury Yacht Club
Duxbury, MA
August 22 and 23, 2009**

For more info: Dave Corey
dcorey@hms.harvard.edu

**NorthEast Regional Championship
(NERD)**

**Duxbury Yacht Club
Duxbury, MA**

August 22 and 23, 2009

For more info: 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 29 and 30, 2009

For more info: Peter Feick
Psfeicksr@optonline.net

**Crystal Ball Flying Scot
Invitational Regatta
Hosted by Fleet 41
Crystal Sailing Club
Crystal, MI**

September 12 and 13, 2009

For more info: Steve Last
lasts@sbcglobal.net
989-832-5706

**Harvest Moon
Atwood Lake Yacht Club
Dellroy, OH**

September 12 and 13, 2009

For more info: Joseph Cline
jckczoar@roadrunner.com

**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: Diane Kampf
dianekampf@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: Bob Walrath
803-932-0706
rwalrath1@sc.rr.com

**Horricks Palmer Regatta and
3rd and Final Leg of LI FS
Championship Series
Sayville Yacht Club**

**Blue Point, NY
September 19 and 20, 2009**

For more info: PJ Patin
pipatin@nyc.rr.com

**Ohio Districts at
Sail for the Grail
Moraine Sailing Club
Lake Arthur, PA**

September 19 and 20, 2009

For more info: Wolf Goethert
wbgo@sei.cmu.edu

**Whale of a Sail
Carlyle Sailing Association
Carlyle, IL**

September 19 and 20, 2009

For more info: www.csa-sailing.org
or Jim Harris 314-966-8404
jamesbharris@att.net

**HOT SCOT REGATTA
September 19 and 20th
Host by Fleet 20, Portage Yacht Club,
Pinckney, Michigan**

For more info: www.ms-pyc.com
Contact: Rick Jarzembowski
Email: rickjarz@comcast.net
Cell: 734-645-3634

**Patty Applegate Memorial Regatta
Toms River Yacht Club
Toms River, NJ
September 26, 2009**

For more info: Joe Thorpe
thorpej@aptea.com

**2009 Atlantic Coast Championship
Carolina Sailing Club
Edenton, NC**

September 26 and 27, 2009

Additional information to come.

**CPYC Fall Classic-Flying Scots,
Thistles & Lightning's
Cedar Point Yacht Club
Westport, CT**

September 26 and 27, 2009

For more info: John Cooke
Jcooke@trianglepackage.com or
visit www.cedarpointyc.org

**Cave Run Sailing Association
Moorhead, KY
October 3 and 4, 2009**

For more info: David Davison
davidd2047@aol.com

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Sails - DYC Sailing Department Program is selling older sails. Quite good condition. **Jib's=\$25, Main=\$50 & Spinnakers=\$100. Full=\$150.** The buyer is to cover \$15 in the shipping cost. Contact: Bob Cowles, 313-822-0996, bob@cowles.info

FS193 - Gordon Douglass built in 1960. Flying Scot 193 hull restored in 2003. 2001 Yamaha 3hp, OBM, updated sails, TeeNee Trailer, many extras, very good condition. Asking **\$2995** or b/o. Barnegat Bay, NJ. Contact: Barry Steinmetz, 609-698-8456.

FS648 - Custom Flex built in 1965. Rugged for Soco sailing-sea worthy footing for mast needs repair, trailer included (Gator), Sails not included. **\$1800.** Bay City, MI. Contact: Gail Bitler, 989-895-0909, gbitler@formandfunctionBC.com.

FS2565 - Customflex built in 1974. Good condition. Boat, Sails, Trailer for sale. Or rent for **\$1999/week** (rental includes extras-contact for more details).

\$12,000. Annapolis, MD. Contact: Laurus Newby, 703-946-7312, lnewby@aol.com

FS2567 - 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.** Zionsville, IN. Contact: Mike Crowell, 317-409-3860, micro1235@aol.com

FS3085 - Douglass built in 1977. Black hull/yellow waterline, cream deck, very good condition. Main/Jib/Spinnaker good condition, Sterling trailer. **\$4000** Located near Binghamton, NY. Contact: Neil Gallagher, 516-759-6752, njgallagher@optonline.net

FS3236 - Customflex built in 1978. Beautiful condition. Very well cared for-super condition. Swim ladder & grab rail, motor mount, 2003 Honda 2 hp motor, rudder lift kit, lifting bridle, main & roller furling jib, refinished center board cap and tiller, 3 added storage lockers; cockpit cover from sailor's tailor, recon-

ditioned/repainted trailer. Call for price. Richland, MI. Contact: Tom Van Dis, 269-629-4086, vandis@millercanfield.com

FS4730 - Douglass built in 1990. Good condition, competitive. White w/blue pin stripes. Sails-newest used 2 seasons. Aluminum trailer, bridle, full cover. **\$6000.** Manasquan, NJ. Contact: Janet Davis, 732-223-5932, damnitjanet4730@aol.com

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FS5409 - Flying Scot built in 2001. Racing package, white navy trim, no bottom paint, very light use in excellent condition, with extras. **\$9500.** Ipswich, MA. Contact: D. Whitney, 978-462-7703, dwhitney@generallinen_uniform.com

FS5532 - Flying Scot built in 2003. 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** Westhampton, NY. Contact: Beecher Halsey, 631-288-3825, halsey3@optonline.net

FS5567 - Flying Scot built in 2003. Racing package rigged, white with yellow trim, dry sailed. Options: FS galvanized trailer, North Sails, lifting bridle, swim ladder and rail, anchor, bow inflation bag, light paddle, mooring cover, Master Helper II, rudder blade lift, motor mount, etc. **\$12,995.** Located in Amery, WI. Contact: Jay Carlson, 612-720-9476, jcarlson5@comcast.net

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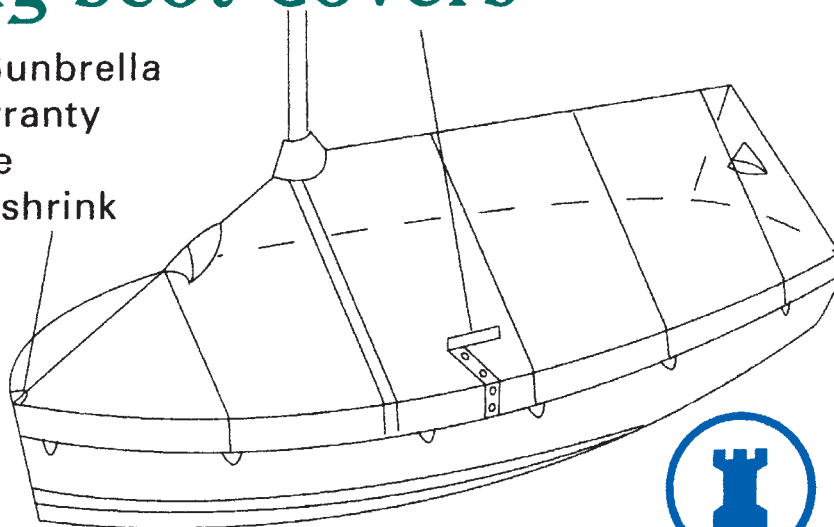
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