

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 53 NUMBER 4 2009

SAILING (A POEM)

**OLD GREENWICH YACHT
CLUB REPRESENTED BY**

**FLYING SCOT
5217 IN
MEMORIAL DAY
PARADE**

**GREETINGS FROM FLEET 188
"DOWN THE SHORE"
AT LAVALLETTE
YACHT CLUB**

P-TOWN OR BUST!

**SAILING THE MIDWINTERS
WITH AGE-5 CREW**

GREATER NY DISTRICT HIGHLIGHTS

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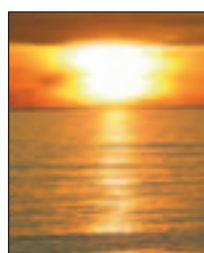
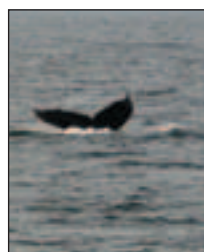
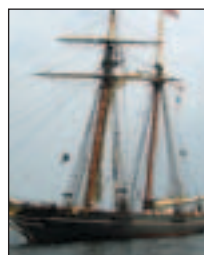
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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

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*Denotes Executive Committee Members



From the President

by Barbara Griffin, FS 2259



Dear fellow sailors,

It is with a certain degree of nostalgia that I write this, my final letter to you. Hard to believe I am about to complete my two-year term as your president. It has been an amazing experience. I have learned so much and experienced so much. What I have learned is that the Flying Scot class is healthy and vibrant, continuing to excel after 50-plus years. Also that Scot sailors are a unique breed, with all ages and all levels of ability sharing the one common denominator of loving and enjoying the boat.

I have also had reinforced certain aspects of racing, which probably apply to life in general, as well. One is that the race is not over until it's over – a fair breeze can pick you up and carry you to the head of the pack. Another is that no lead is too great – one can stall just short of the finish line and wave to the fleet as it passes by! I'm sure all of us have experienced these situations. You've got to keep in the race!

There have been several times when we were not able to execute our start/racing plan, but at least we had one! What we found out is that, sometimes, all is not lost. We have perhaps sailed our most brilliantly when we have messed up the start and found ourselves at the "unfavored" end - when we were sailing one way, while the rest of the fleet was on the opposite side of the course. Please know

that I do not recommend this strategy! Just pointing out that when things look their worst, they may yet be saved.

Another aspect of racing is that, to quote Don [Griffin], "it gets you out in weather you might normally not be out in" (and actually these can be some of the most fun times). However, he has yet to convince me that this is totally in the plus column! Sometimes, huge waves, heavy wind, and freezing cold are not for me! One other thing I learned is that the Scot can be pleasure-sailed (took many years before that sank in!); it doesn't always have to be pointed at a mark. Daysailing can be just as exhilarating, just going with the wind for the sheer pleasure of it, or going with a specific cruising objective in mind.

During my tenure, we've made a couple of major decisions involving our sanctioned regattas. After trying a new format for the NAC (often discussed since the very first one!), we decided that what was originally set up was the best for all. But I give my Board credit for the courage to try something new. We also have established a new format for the Mid Winter Regatta, with a venue rotation between Sarasota Sailing Squadron in Sarasota, Florida (east), and Southern YC in New Orleans (more central). We are a national association and, in this way, plan to make it easier for the excellent sailors farther west to attend. We have also attempted various

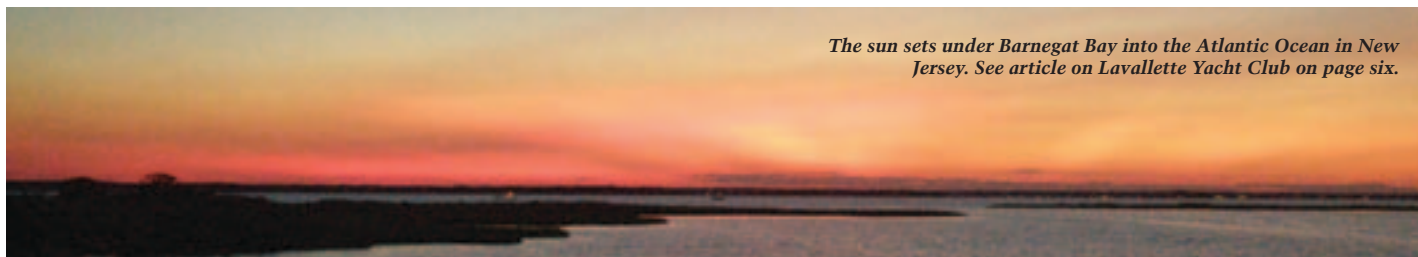
formats for our more mature sailors but lacked continued success. We still would like to come up with the perfect solution for them.

In closing, our Flying Scot Sailing Association is extremely fortunate to have a very high caliber of volunteers leading it. I have worked with the most dedicated, hardworking people imaginable. And they are doing what they do simply because they believe strongly in the boat and the class. We have a diverse group on our executive committee and board of governors. And with the varying opinions, we are able to chart the best course for the future. I particularly commend the officers and the Past Presidents' Council. They have made my job so much easier, and more fun!

To not mention Harry Carpenter would be a huge oversight. Without a doubt, Harry is the stalwart of the class. We always know we have his support and can go to him for suggestions and clarifications. I also thank Courtney Waldrup, our executive secretary, for the support and guidance she has given me.

I wish the new officers and Board the very best of luck. Knowing the support these leaders will receive from the class, I feel sure that the FSSA will enjoy a very successful future. I have felt very honored and privileged to serve as your president. Thank you so much for this opportunity. 🏆

The sun sets under Barnegat Bay into the Atlantic Ocean in New Jersey. See article on Lavallette Yacht Club on page six.



Sailing the Midwinters with Age-5 Crew

Dave Osler, FS 5217

This is a story about how to take a 5-year-old to Midwinters as your only crew. I started off with my grandson and his uncle, whose Scot we used. Once again the Navy took away my son, so I made a decision to go anyway. We were to pick up the boat in Virginia, where my son is stationed. It is FS 213, sailed as 5217 (my boat). The first thing I learned was about 7-inch, laptop DVD players and “Bob the Builder” with cartoon tapes, as well. This kept my grandson entertained for the first four hours of driving; then he slept. We arrived in Virginia for the night. David Justin got to sleep outside on a swingset platform, so he was happy. The next day we left for the longer part of the trip. This time he was better with the DVD player, so it worked well. We arrived in St. Pete about 6:00 P.M., after leaving early in the morning. First there was astonishment, then...well...OK. I had told Justin that we would only go if the weather was OK. Off to set up the tent. The only campsite was full with us, so it was tight.

Next morning we registered. Since it was blowing really hard, I put the boat in and sailed just in the harbor. Justin loved the big waves at the end of the harbor, but I knew better. Day 2, same thing again. Day 3, we left the harbor and went out. We used an 80% jib and full main. The waves were still up, so Justin had a ball. I let him steer downwind while I tried to put up the spin. He was passing boats! I decided to leave the spin down and let him have fun. He passed a total of seven boats, and I passed four more upwind. We were 19th out of 33! I was trying to figure out what he had done right! AT AGE 5 HE HAD THE CONCEPT OF “STAY IN THE WAVE AND SURF IT.” Next day, no wind, so we only did one race. It helped that we were close to shore. (NOTE: WE NOW HAVE

TO SAIL THREE MILES OFFSHORE, IF THE BREEZE IS FROM THE EAST.) At the awards dinner, Justin got a huge kick out of getting a T-shirt and standing next to Charles Buffington, the VP of the class.

We proceeded back to Virginia. THANK GOD FOR DVD PLAYERS. I’ve

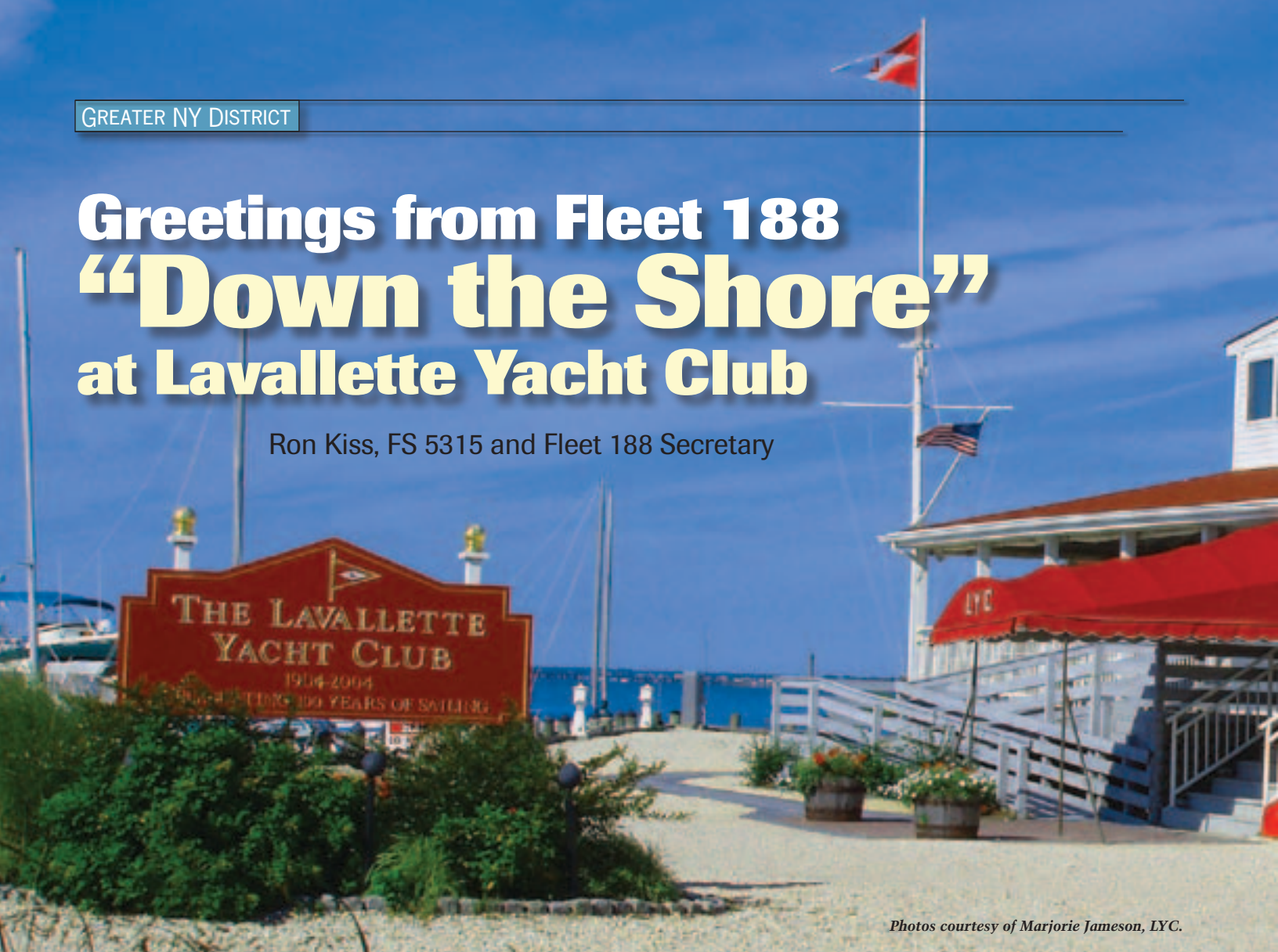
now bought a 10-inch, which is easier to use. Justin wanted to come again this year, but school vacation did not match up.

I would like to thank the Kampfs for making sure I got the mast up and the boat in every day. 🌊



Greetings from Fleet 188 “Down the Shore” at Lavallette Yacht Club

Ron Kiss, FS 5315 and Fleet 188 Secretary



Photos courtesy of Marjorie Jameson, LYC.

Fleet 188 was founded just a few years ago, through the efforts of our fleet captain, Jim Loughman, at Lavallette Yacht Club in Lavallette, New Jersey. Lavallette is a family-oriented, sea-shore resort community located “down the shore,” in New Jersey/Pennsylvania parlance. Located on a barrier island between the Atlantic Ocean and Barnegat Bay, it is the home of Lavallette Yacht Club and Fleet 188.

Lavallette Yacht Club was founded over 100 years ago, in 1904, and it is now located on Swan Point, one of the most picturesque spots on Barnegat Bay. It is a superb location for sailing and for viewing spectacular sunsets over the bay. Scot sailors should know a bit about us, since we will be hosting the Atlantic Coast

Championships in September 2010. Lavallette has a long and storied history in sailing. Having produced national champions in a number of classes, from Jet 14s to M Scows, the club has an active junior sailing program with nearly 70 young folks sailing in Hunters, Opti's, and Lasers (radial and full rig). A summer club, we need to pack our activities into the period between Memorial Day and Labor Day, and there is plenty to do. Everything from bridge, to junior activities, to adult sailing, to Friday night dinners, to dances and parties on Saturday evenings or just hanging out in the “Road to Ruin” room is on the docket at LYC in the summer.

For many members the highlight of the week is the Sunday series. At 10 A.M. for ten weeks ending on Labor Day, Opti's, Sunfish, Laser Radials, Lasers, and M Scows hit the line in exciting competi-

tion for both junior and senior sailors. In the morning the wind is usually light, with an occasional blow. After lunch the morning awards are presented and--the good Lord willing--a sea breeze fills in. The Flying Scots and B-Cats sail out for a 2-P.M. gun. Last summer (when I was vice commodore) we often had too much wind, causing more races to be abandoned than anyone cared to see. In fact, after an inauspicious start to the afternoon series (meaning we had cancelled racing for the first couple of weeks), I was determined to get a start for these sailors.

The sea breeze was blowing 15 to 18, and the B-Cats and the Scots sailed out to the starting area. I set the line and the course and watched as the wind built to 17, with higher gusts. Scots can handle that, so we started their sequence; when we sounded the gun for the start, I found

Continued On Page 8



The Lavalette Yacht Club seen from the water.



Another beautiful sunset in Lavalette, New Jersey!





the wind was up to 19 knots. Hmmmm! That's a bit much for the B-Cats, but I kept checking the wind speed. That didn't help – it was still building. So I elected to abandon the B-Cats again. Some were not happy, but most recognized this as a prudent decision.

Meanwhile the Scots had finished a physically demanding beat and were starting the leeward leg. By now the wind was up into the mid 20s, and I was trying to decide if this race, too, needed to be abandoned. The two lead boats, sailed by Peter Scott and Dean Horrocks (who sailed my boat for the Sunday series), had popped their chutes! I was amazed at their daring. They were literally flying down the leg within a few yards of each other when there was a sudden shift and a gust. Like synchronized swimmers, they headed up and flipped! Patrol boats converged and Peter and his dad, Bill, waved off any assistance. After about ten minutes (seemed like an hour to me), they had their boat up and sailing. Meanwhile, FS 5315 had also been righted, but it appeared the main was cleated. As I studied the situation, I saw a ball floating 50 feet behind the boat, which was slowly sailing west. The

“ball” turned out to be Dean’s head! And the slight list on the boat was caused by crew Tom Hanley clutching the windward shroud. Needless to say, this boat needed patrol assistance to get the skipper and crew back aboard.

When I checked the remaining fleet of five boats, I found they were all mast-side-up and grinding down the second beat. They had not used their chutes or had quickly doused them when they saw the leaders’ carnage. I gritted my teeth and prayed they would all finish safely, which they did! The afternoon awards saw some pretty pleased sailors receive their flags, pleased because they had completed one of the most challenging races of the season. Peter Scott did finish and went on to win the season championship by a point over Dean Horrocks.

Besides our Sunday series, all members are eligible to sail in the BBYRA regat-

tas hosted every summer Saturday by one of the twelve clubs forming that YRA. Last year the Flying Scot fleet had 15 starts over the ten-week series. In 2009 we will have 17!

So keep September 2010 in mind for the Atlantic Coast Championships at LYC with Flying Scot Fleet 188. For those who sailed the 2008 NACs at Toms River, Lavallette and her sailing waters are a couple of miles north of the Seaside Bridge. While there are never any guarantees in sailing, the late summer on beautiful Barnegat Bay is usually terrific. Come join us! 🚢



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P-town or Bust!



David Stockwell, FS 5097
Captain, Fleet 184, Spruce
Run Reservoir, Clinton, NJ

There have been Stockwells from our branch of the family loitering around Massachusetts for 10 and 11 generations, with some of the best of times “messing around in boats.” My dad taught sailing on Lake Massapoag when he was growing up in Sharon, outside of Boston. Having a wife named Sharon often serves to remind me of where our roots are. Some of the 11th-generation nephews have learned to sail at Marblehead. My grandfather used to take my dad and uncle on vacation to Wellfleet on Cape Cod, so Dad knew that their harbor was mostly dry at low tide. When my parents built their dream house out on the Cape, they chose Provincetown, partly for

the magnificent scenery, partly for the teeming bustle of the downtown, but—most important to me—for 20 fathoms and several square miles of crystal-clear harbor water.

My dad taught us how to sail, too, mostly in P-town harbor. A very cool, very serious six-year-old named Noah would often shuttle us out to our mooring. The 10-foot-tide made docks impractical and also meant that many moorings were dry at low tide—no place for a keel boat. Sometimes Noah would have to walk us half the way back later that afternoon. But that also meant there were lots of shells and crabs to find on the flats at low tide. The water was very deep over by the deserted beach on Long Point, and the views there were unbeatable (except

for the sunsets over the bay at Herring Cove beach). And except for when there wasn’t, there was always wind!

I’d always admired an old, beamy, wooden centerboarder named *Manuella*. She had a fractional rig with a big main and a wooden boom that stretched all the way back to the transom. An old salt used to come by and take her out, and it seemed he would FLY off the mooring before we had even hanked on our jib. We’d never catch up, but we were glad we didn’t have to take care of all that wood.

P-town is also known for its wonderful restaurants and artist colony. I had no idea that seafood could be that good! The town has sort of a flair, something like Key West. You have to be ready and accepting to really enjoy yourself.

Initially my dad got a traditional cat-boat, but the harbor mooring proved to be too rough for the simple, wedged-in mast. The Cape Dory 18' day sailor he replaced it with was as pretty as it was indestructible, but the three-foot hard keel always made us cautious about how much water we had, and it meant that the boat had to be launched, stored, and maintained by the boatyard. When Sharon and I looked for a boat, we knew we wanted a beamy centerboarder with big main but very little varnish. We were hoping maybe we could FLY, too.

We found what we wanted in the Flying Scot. Very little maintenance, and I could work on it in the backyard, and there were no storage fees. Best of all, we were mobile! Deep Creek, Fredericksburg, Cape Cod, Cape May, Nockamixon – we could go sail wherever we wanted!

Before one can travel, however, the trailer has to be prepared to ensure reliable service, with the two main concerns being the tires and the bearings. My nemesis had been the bearing protectors designed to keep pressure on the grease in order to exclude water. Mine had a habit of falling out. I snugged up the hub and installed a new unit for the 320-mile trip up to the Cape. We checked it frequently and found it was snug, and the hub was cool all the way up!

John Santos at Flyer's boatyard in P-town had said he knew just what a Flying Scot was and that he would be glad to see us back after almost 15 years. Flyer Santos was Noah's grandfather. There had been a big expansion since the old days, and Noah had grown up. He and his dad, John, were now partners. Noah invited us to race him and his Rhodes 19 out to Long Point, but perhaps the most heartwarming thing was that they had just finished refurbishing *Manuella*. It was great to see her looking so good!

I had taken the time to prepare FS 5097 for heavy air and more open water. I had rigged an optional traveler to keep the main sheet out of the motor and flatten the main, installed jiffy reefing, and led the vang and a new Cunningham back to a console cleat we could play when hiked out. The launch induced a déjà vu – a stiff onshore breeze with choppy waves during the first voyage of the cat-boat with my dad. I had decided before-

Continued On Next Page





hand to motor out to the mooring, but the motor wasn't starting and the wind was blowing us back into the cement curbing on the ramp. My son and I could not paddle fast enough. We made it eventually, but it only occurred to me later that we had sailed off our own beach dozens of times in conditions like this, less the waves. We could have left the motor at home and been better off!

There was an unusual east wind all that week. We sailed all around the mooring fields and easily through the narrows between the town pier (where the ferries, whale watch, and fishing fleets dock) and the breakwater, but "backwards" due to that east wind. We then rounded the breakwater to find the authentic replica of the slave schooner *Amistad* that had been built at Mystic Seaport. The wind died for a while so we decided to put some hours on the motor, but it picked up again later. We took the



opportunity to launch the only spinnaker I'd ever seen in P-town harbor. We got several compliments on it when we arrived back on shore. Later that week we sailed out to Long Point Light and took pleasure in landing the Scot right on the beach. The view, the shells, and the water were as good as they had been years earlier, but a few too many parties from the Long Point shuttle had unfortunately left a mess for us to remember them by.

Later that week the breeze seemed a

bit high, but we thought we should go out and reef, or see if we could just let the sails way out and reach across the harbor. The jib made such a fuss while hanging off the mooring that the sheets wrapped around the halyard winches and the kids hid under the foredeck. We ventured out into the harbor, but the east wind meant that there were several miles for the waves to build up instead of a few hundred yards, and we headed back in.

That evening we went to a restaurant that looms large in our personal histories,

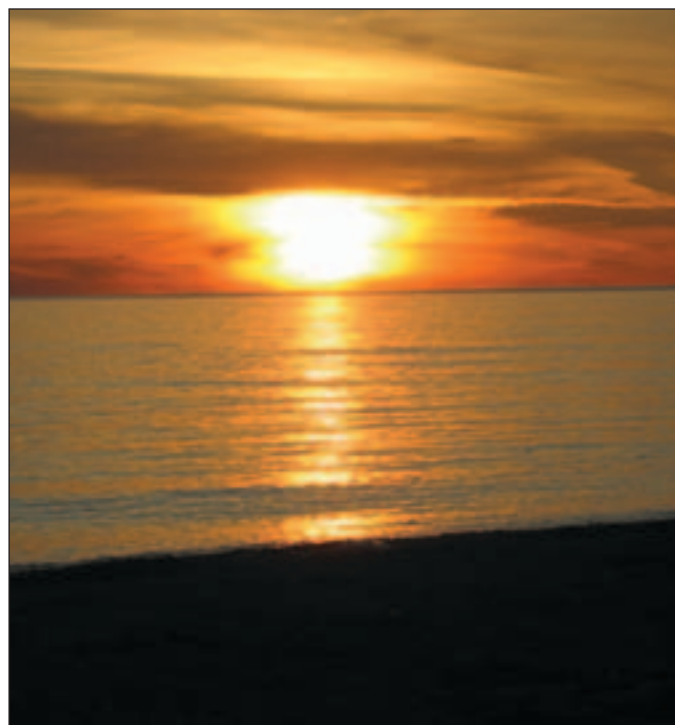
but we found it was not as good as it had been 20 years earlier. Our kids loved the scallops at Tip for Tops'n, though, and the Wellfleet drive-in theater still had the silly 1950s cartoon of the hot dog jumping into the bun that they had when I was a kid. The playground and snack bar are still there, too. They have an FM broadcast now for the sound, but you can still put a speaker box in your window if you want the complete drive-in experience!

Retrieving FS 5097 Friday morning was no fun; it was nearly an adventure. We had beached her and casually began packing things away, when we realized we could not move her back into the water to get her back on the trailer! The tide was going out – fast! After some furious rocking and digging, and with the help of a few bystanders, we got her back afloat and onto the trailer.

The sting of the recovery was lessened later that day by the best whale-watching trip we had ever had. Too many humpback sightings to count! The food and the beer on board the *Portuguese Princess II* were good and a good deal, and this helped us be accepting, if still reluctant, to head back towards home the next day. (A sail in Narragansett Bay on a brother's Cape Dory 25' didn't hurt

either!) We checked the bearing protectors every step of the way, and they seemed to be snug as a bug once again. But, alas, it was not meant to be: we lost one, apparently only a few miles from our house! I looked down at the end of the driveway really expecting to find it there, but no. Well, if that was the worst thing that happened, it must have been a pretty darn good trip!

Our next big trip with FS 5097 will take us full circle, back to our roots in Sharon, Massachusetts, for the Wife-Husband Championship. We'll all be getting the "lubsta." Hope to see you there! 🚢



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



Aquameter Sailor II Compass & Mount...

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

Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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

Stainless Steel Mast Sleeve...

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



Rudder Lift System...

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

Swim Ladder...

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



Mainsail Flotation...

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

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Sailing

— In loving memory of my grandpa, Frank Riefenhauser —

The sapphire water drifts by,
As we skim above the surface,
The wind is picking up,
Perfect.

It is all in your hands,
Whichever way you want to go,
You can set yourself free,
Peaceful.

You see other boats race by,
So you do everything to keep up,
Your soul is at a high,
Exciting.

Whatever you want to do,
You can,
Because this is your own world,
Enjoyable.

The scenery takes your breath,
And you wish life looked this way,
It is like your own personal paradise,
Beautiful.

It feels so amazing,
The boat and the water,
Everything you are used to,
Natural.



Everything around you seems to dance,
As you drift by on open water,
Refreshing you, it can't be real,
Enchanting.

One mistake and you mess up,
The difficult winds, and water,
Hopefully you know what you're doing,
Tricky.

Nothing is like the sensation,
Of sail boating over the water,
One place that is your own,
Unique.

—Keri Riefenhauser

OLD GREENWICH YACHT CLUB REPRESENTED BY FLYING SCOT 5217 IN MEMORIAL DAY PARADE



David Osler,
edited by Diane Kampf

Greenwich, Connecticut, is lucky enough to have a Flying Scot in its Memorial Day parade. David Osler, a member of Fleet 7 and Old Greenwich Yacht Club, has been entering his boat as a float in the parade since 1999, when the town asked the club for a bigger float. In the photo, FS 5217 carries David's grandson, Justin, whom you may remember sailed with David in the 2008 Midwinters in St. Petersburg. Also on board are David's granddaughter Isabella and children of other members of the Old Greenwich Yacht Club.

The parade progresses through the village and has about 1,000 marchers, with over 1,500 spectators looking on. The Girl Scouts and Boy Scouts participate, along with five marching bands, including the Sound Beach Fire Department. Also in the parade are seven fire companies, three ambulances, the mayor and his assistants, and all four state representatives. Some years the governor and/or assistants also march. Lots of antique

cars carry the veterans and other VIPs, and there are even unicycles interspersed in the parade. At the end are all the decorated bicycles ridden by their proud owners. After the parade, everyone honors the veterans at a park at the end of the parade route. This is a large event for Old Greenwich; the only event that is bigger each year is the St. Patrick's Day parade. And Flying Scot is part of it! ▲



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STARTING LINE

Calendar Of Monthly Events

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

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

Capitol District Championship
 Hosted by Fleet 81

Susquehanna Yacht Club of
Long Level

Wrightsville, PA

September 12 and 13, 2009

Info: Kathie Wild 717-817-2749 or
 kwild72674@aol.com
 (include FS 81 in subject line)

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

September 12 and 13, 2009

Contact: Steve Last
 lasts@sbcglobal.net
 989-832-5706

Harvest Moon

Atwood Lake Yacht Club
 Dellroy, OH

September 12 and 13, 2009

Contact Joseph Cline
 jckczoar@roadrunner.com

Massapoag Yacht Club 60th
Annual Regatta

Massapoag Yacht Club Fleet 76
 Sharon, MA

September 12 and 13, 2009

Contact 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

Contact Bob Walrath

803-932-0706
 rwalrath1@sc.rr.com

Glimerglass Regatta
Otsego Sailing Club
 Cooperstown, NY

September 19 and 20, 2009

Contact David Ainsworth
 dainsworth@bluebottle.com
 607-267-4820

Horricks Palmer Regatta and
3rd and Final Leg of LI FS
Championship Series
Sayville Yacht Club
 Blue Point, NY

September 19 and 20, 2009

Contact PJ Patin
 pjpatin@nyc.rr.com

Hot Scot Regatta
 Hosted by Fleet 20

Portage Yacht Club

Pinckney, MI

September 19 and 20, 2009

Contact Rick Jarzembowski
 rickjarz@comcast.net
 734-645-3634

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

September 19 and 20, 2009

Contact Wolf Goethert
 wbg@sei.cmu.edu

Whale of a Sail
Carlyle Sailing Association
 Carlyle, IL

September 19 and 20, 2009

Info: www.csa-sailing.org or
 Jim Harris, 314-966-8404
 jamesbharris@att.net

Glow II Regatta

Clinton Lake Sailing Association
 Clinton Lake, IL

September 25 - 27, 2009

Contact Deb Aronson
 debaronson@nasw.org
 217-344-8508

Patty Applegate Memorial Regatta

Toms River Yacht Club

Toms River, NJ

September 26, 2009

Contact Joe Thorpe
 thorpej@aptea.com

2009 New York Lakes District
Championship and Open Regatta
 Skaneateles Lake sailing Club

September 26 and 27, 2009

Contact Bob Hamlin
 (315) 636-8569
 bhamlin@cscos.com

2009 Atlantic Coast Championship
Carolina Sailing Club
 Edenton, NC

September 26 and 27, 2009

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

September 26 and 27, 2009

Contact John Cooke
 Jcooke@trianglepackage.com or
 visit www.cedarpointyc.org

Cave Run Sailing Association
 Moorhead, KY

October 3 and 4, 2009

Contact David Davison
 davidd2047@aol.com

Coconut Grove Sailing Club
Annual Regatta
 Miami, FL

October 3 and 4, 2009

Contact Larry Whipple at
 whip1@bellsouth.net

Great Scot (& Dixie Lakes
Championships)

Birmingham Sailing Club
 Birmingham, AL

October 3 and 4, 2009

Contact Sidney Browning
 205-823-0651, browning@jccal.org

Pig Roast

Cowan Lake, Wilmington, OH

October 10 and 11, 2009

Contact John C. Larsen
 skipperjohn@fuse.net

Flying Scot Open House Regatta
 Hosted by Fleet 23

Corinthian Sailing Club

Dallas, TX

October 16 - 18, 2009

(racing on October 17 and 18, 2009)

Contact flyingscotfleet@
 cscsailing.org

Hospice Regatta

Western Carolina Sailing Club
 Anderson, SC

October 17 and 18, 2009

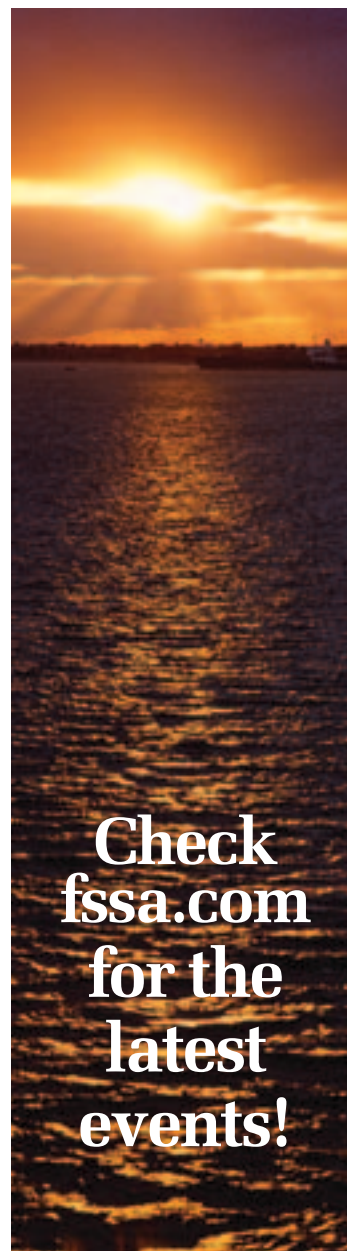
Contact John Kreidler 864-228-0443
 jakreidler@mindspring.com

Fall 48 Regatta
Lake Norman Yacht Club
 Mooresville, NC
October 31 and November 1, 2009

Contact Tim Kendall
 Tim.kendall@roadrunner.com
 704-201-6966 or visit www.lnyc.org

Wurstfest Regatta
Lake Canyon Yacht Club
 Canyon Lake, TX
October 31 - November 1, 2009

Contact Bill McVey
 bmcvey@gvtc.com



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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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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. Located in Barnegat Bay, NJ. Contact: Barry Steinmetz, 609-698-8456.

FS648 - 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

FS1704 - Douglass built in 1970. One set of sails. Trailer & boat cover. **\$3000**. Located in Niantic, CT. Contact: Paul Maxfield, 860-460-6700, pmaxfield@ct.metrocast.net

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**. Located in Zionsville, IN. Contact: Mike Crowell, 317-409-3860, mcro1235@aol.com

FS3085 - Douglass built in 1977. Black hull/yellow waterline, cream deck, very

good condition. Main/Jib/Spinnaker good condition. Sleeping trailer. **\$4000**. Located in Westhampton, 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, reconditioned and repainted trailer. **Call for price**. Located in Richland, MI. Contact: Tom Van Dis, 269-629-4086, vandis@millercanfield.com

FS4621 - Douglass built in 1989. Excellent condition. Schurr Sails (Main-Jib-Spinnaker) New Cover, galvanized trailer, new tires, white boat, real beauty. Sailed-fresh, a real beauty. **\$5500**. Located in Cooperstown, NY. Contact: Ken Kavanagh, 607-547-5617, lhkav@aol.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**. Located in Manassquan,

NJ. Contact: Janet Davis, 732-223-5932, damnitjanet4730@aol.com

FS4997 - Flying Scot built in 1995. White hull and deck with blue penstripe and waterline. This boat has been covered with a full skirted cover. The entire boat shines like a new boat. Two sets of North sails, 13' pole, galvanized trailer, many extra parts including spare shrouds and halyards. **\$10,000**. Located in Round Rock, TX. Contact: Brad Davis, 972-672-9096, braddavis@austin.rr.com

FS5104 - Flying Scot built in 1999. 5104 for sale with aluminum trailer all in great condition (race package) race ready located at LESC Omega Main and jib and good Spinnaker plus another set of sails in good condition blue cover, white boat with blue water line. Price to sale to Club member. **\$8495**. Located at Lake Eustis Sailing Club, Central, FL. Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com

FS5358 - Flying Scot built in 2000.1 Trailax trailer, North main and jib. 1997 8 hp Erinrude motor, Sailor's Tailor mooring cover and cockpit cover. **Call for price**. Located in New York, NY. Contact: Joy Hudecz, 718-625-2299, jhudecz@aol.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. **\$9,000**. Located in Westhampton, NY. Contact: Beecher Halsey, 631-288-3825, halsey3@optonline.net

FS5566 - Flying Scot built in 2004. Mint condition, fully race rigged, North Sails, white hull and topsides with blue tripe, galvanized trailer, Sailor's Tailor full cover, compass, rudder lift. Always dry sailed never left in water, sailed very little. Excellent Condition! **\$12,900**. Located in Long Island, NY. Contact: Dino Prodromakis, 516-316-1841, duckbofetech@aol.com

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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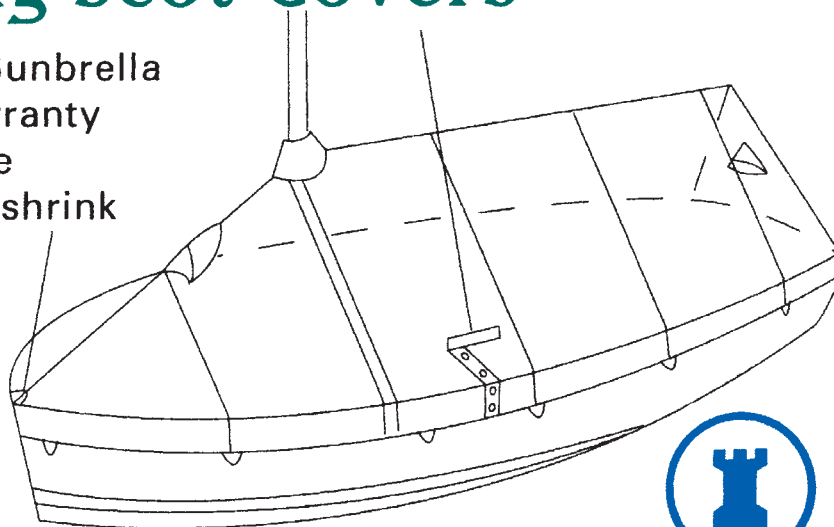
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Mandeville, LA 70471

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New Carlisle, IN 46552

Boat #B015/Fleet: 0

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715 Rivard
Grosse Pointe, MI 48230

Boat #3236/Fleet: 0

Tim Reilly
18448 Wooded Way
South Bend, IN 46637

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Griffith Goetsch
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985 Madera Circle
Elm Grove, WI 53122

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8523 Schultz Lane
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Isak Peterson
9000 W Pellham
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606 Graham Drive
Monona, WI 53716

Boat #4328/Fleet: 68

Dierk Polzin
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Madison, WI 53704

Boat #B010/Fleet: 114

Kathleen & Jim Walsh
1526 Cedar Point Dr
Delavan Lake, WI 53115

New York Lake District

Boat #1794/Fleet: 0

David Lochner
107 Traister Dr
Liverpool, NY 13088

Ohio District

Boat #N138/Fleet: 0

Patty Lawrence
6758 Little River Lane
Loveland, OH 45140

Boat #B021/Fleet: 0

Benton Schallip
4820 Thomas Rd
Trenton, OH 45067

Boat #B012/Fleet: 0

Alexander Zalar
5107 Bay Ridge Ct
Oregon, OH 43616

Boat #4801/Fleet: 6

Carrie Dodd
1254 Montclair Drive
Pittsburgh, PA 15241

Boat #5254/Fleet: 6

Alan Silverman
5340 Maynard St
Pittsburgh, PA 15217

Boat #5210/Fleet: 6

David & Dorothy Tuel
880 Memorial Drive
Oakland, MD 21550

Boat #4490/Fleet: 37

Mark Presley
712 Brevard Circle
Pickerington, OH 43147

Prairie District

Boat #5721/Fleet: 0

Lawrence & Ruth Bigus
6201 W. 122nd Street
Overland Park, KS 66209

Southwest District

Boat #3741/Fleet: 0

Susan Batterman
6204 Bryan Parkway
Dallas, TX 75214

Boat #4358/Fleet: 23

Alex Winslow
6661 Avalon Ave
Dallas, TX 75214

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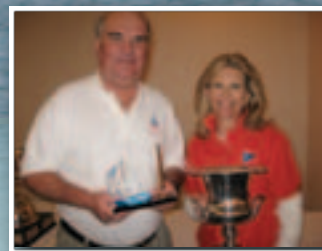
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