

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 54 NUMBER 2 2010

CONGRATULATIONS
US SAILING NATIONAL
ONE-DESIGN CLUB OF
THE YEAR 2009
MASSAPOAG YACHT CLUB



CONGRATULATIONS
US SAILING NATIONAL
ONE-DESIGN REGATTA
OF THE YEAR 2009
NORTH AMERICAN CHAMPIONSHIP
– EPHRAIM YACHT CLUB



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NORTH AMERICANS
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LAKES **1**

SUMMER SOLSTICE
REGATTA **1,2*,3*,4**

CEDAR POINT EARLY
BIRD **1,2,3,4**



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Photo: **Michael and Jennifer Faugust**, winners of the 2009 MidWest District Championship. By Courtney Waldrup.

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From the President.....4

From The Editor.....5

How A Tiny Yacht Club With No Experience Running
National Events Hosted Us Sailing's 2009 One-Design
Regatta Of The Year.....6

How to Avoid Over-trimming the
Flying Scot Mainsail11

US SAILING's One-Design Club of the Year for 2009 ..12
2009 Flying Scot North American
Championship Regatta13

Devolution of the Flying Scot:
Sandy Douglass and the International Canoe15

In Every Issue

Caveat Emptor.....20

Starting Line.....20

New Members21

District Governors..... Back Cover

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.

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Cover photo courtesy of Jay Lott, FS 5698



From the President

Charles Buffington, FS 5347



I'd like to focus on two issues this month: electronic communication and "alternative pairing."

Information is the lifeblood of any organization, and, like real blood in our bodies, it must circulate from part to part if the organization as a whole is to be healthy. To improve the flow and timeliness of information in FSSA, we are working hard to provide and receive information in the modern electronic style. If you haven't yet received your membership card, learned how to get *Scots n' Water* online, or read the first Annual Financial Report, then it's likely we don't have a valid email address for you. Please contact info@fssa.com and give HQ your email address. Do this today!

I bet you're thinking, "What in the world has *pairing* got to do with sailing?" Let me explain. I'm using the word in the sense of "couple"...two people in an intimate relationship. Most couples come about as a match of equals, since the comfort level is high when that happens. The same phenomenon leads to the formation of cliques, a very destructive element in a closed social situation such as high school. Adult life puts a pretty face on these problems but they still exist, even in sailing groups where the fast and more experienced sailors tend to hang out together and newbies are left to fend for themselves. This is a great way to kill a fleet or a class.

There is hope, however: an alternative approach to pairing that actually strengthens groups. It involves a deliberate pairing of weak and strong members of the

group. Here's a great story about the way it can work. Bill Ross asked all the participants of the 2002 NAC at Carlyle Lake to step outside after dinner and line up on one side of a walkway. Then he had everyone who had ever won a national event or a district championship cross the walk and turn around. With about equal numbers of sailors on each side of the walk, he had us walk together and choose someone from the other side. My wife and I paired up with Pat Glazier, the many-time Ohio District Champion.

Bill explained that we couples were joined at the hip for the week and sent us off to the dry-sail area with instructions to look carefully at the rigging and condition of both boats to see if modifications were in order. He suggested that the pair take a sail together and encouraged us to spend one-on-one time each day discussing the races and problems that had occurred.

Pat joined Sarah and me the next morning for a sail before the races began. He said, "OK, show me how you point," so I headed up and pulled the sails in a bit. He said, "That's not pointing!" and tightened the outhaul, pulled in the main, and rolled the centerboard back in the trunk. Suddenly the helm became neutral and the boat took off. Wonderful! We ended up winning Challenger.

Bill's approach worked well for this large event. It cut across the usual invisible barriers that separate the strong and weak sailors, allowed the strong to feel good about helping, and improved the skill of the less experienced sailors by leaps and bounds. What could be bad

about having Kelly Gough as your personal coach for a week?

Similar pairings need to take place at all levels in Scot sailing, and I encourage you to make this happen. If you are one of the faster and more experienced sailors in your fleet, make a point of adopting a newbie. Work on their boat with them. Help them learn to rig and fly a spinnaker. Go with them in a race and share your wisdom. If you are new to the sport, pick a friendly "senior" and ask for help. Sailing is a lifelong sport, and learning how to sail better is a big part of enjoying it.

If we recognize the harm of spontaneous pairing of strong with strong and weak with weak and if we make a conscious effort to rearrange the pairs, we'll end up with stronger fleets and a stronger class, not to mention better, more knowledgeable, and happier sailors. We are all in the same boat

LATE-BREAKING NEWS

Bill Vogler from Lake Carlyle has agreed to replace Hans Noordanus as FSSA Secretary/Treasurer and has been appointed to this post by the Executive Committee. You may remember that Bill was on the ladder previously but dropped off when he became chair of his academic Department of Kinesiology. That consuming responsibility has ended, and Bill is now able to devote the time and energy necessary to serving as an FSSA officer. I'm sure he'll bring administrative experience, leadership, and enthusiasm to the job. Please join me in welcoming him. 🚢

From the Editor

Kay Summerfield



Regatta Checklist

Bill Ross, FS 5820

Kay, I came across this today in my archives. This appeared years ago in *Scots n' Water*. I made a copy and have it pinned up on the wall of my garage where I keep all my gear. Each time I leave for a regatta, I check this list. It has saved me from a couple of real disasters over the years. Maybe this is a good time for a reprint. – Bill Ross ▲

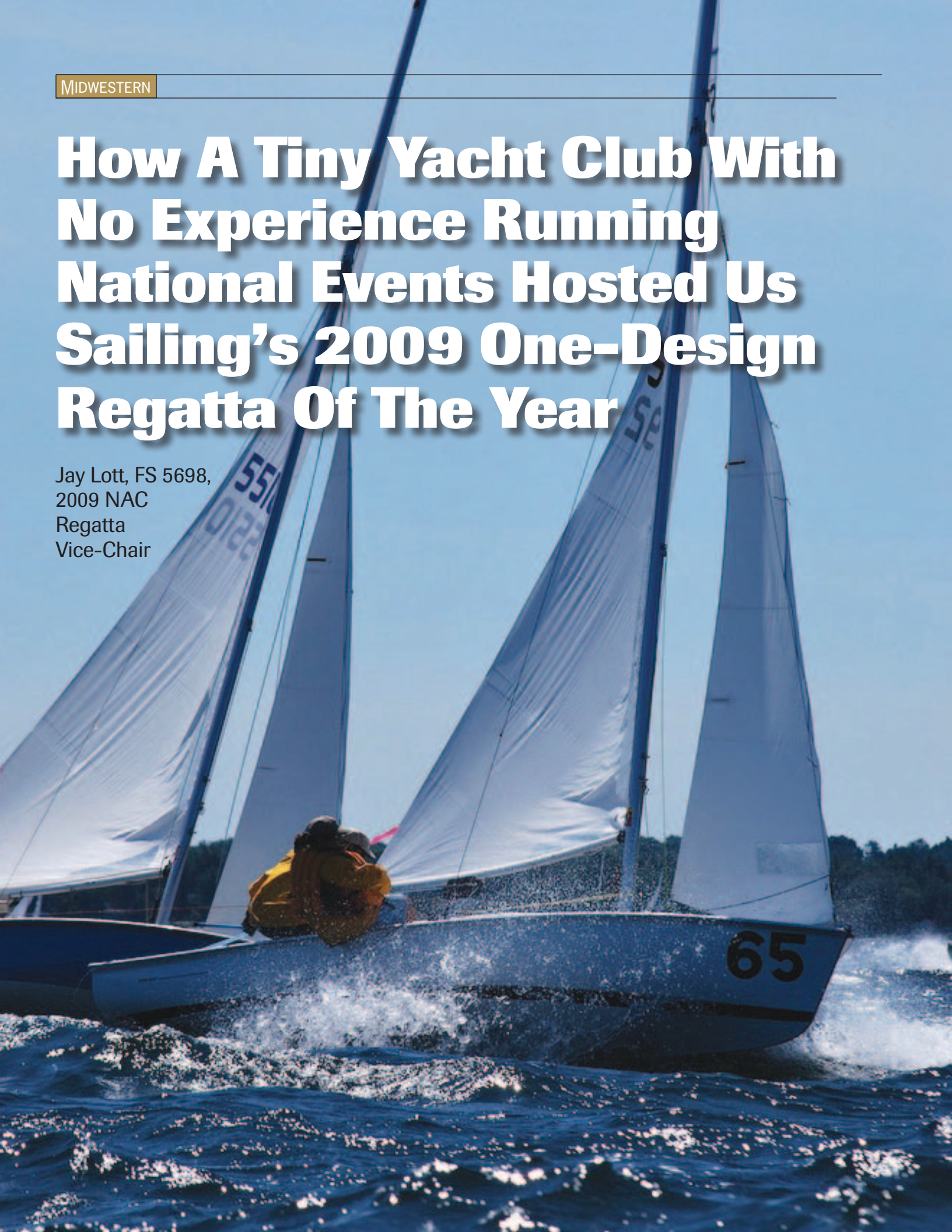
BOAT	SAILS	REPAIR EQUIPMENT	DITTY BAG
<input type="checkbox"/> Mast	<input type="checkbox"/> Main #1	<input type="checkbox"/> Toolkit	<input type="checkbox"/> Stopwatch
<input type="checkbox"/> Boom	<input type="checkbox"/> Main #2	<input type="checkbox"/> Drill extension cord	<input type="checkbox"/> Sunscreen
<input type="checkbox"/> Rudder	<input type="checkbox"/> Jib #1	<input type="checkbox"/> Spare parts	<input type="checkbox"/> Burn relief (aloe)
<input type="checkbox"/> Tiller	<input type="checkbox"/> Jib #2	<input type="checkbox"/> Sail repair tape	<input type="checkbox"/> Chapstick
<input type="checkbox"/> Spinnaker sheets	<input type="checkbox"/> Spin #1	<input type="checkbox"/> Grey tape	<input type="checkbox"/> Medical tape/Band-Aids
<input type="checkbox"/> Paddle	<input type="checkbox"/> Spin #2	<input type="checkbox"/> Sandpaper & block	<input type="checkbox"/> Aspirin
<input type="checkbox"/> Anchor/line	<input type="checkbox"/> Battens	<input type="checkbox"/> Rubbing compound	<input type="checkbox"/> Screwdriver/pliers
<input type="checkbox"/> Bailer	<input type="checkbox"/> Sail bags	<input type="checkbox"/> Cleaning solution	<input type="checkbox"/> Grease pencil
<input type="checkbox"/> Throwable cushion	<input type="checkbox"/> Spin. box/turtle(s)	<input type="checkbox"/> Cloths/towels	
<input type="checkbox"/> Whistle/horn	<input type="checkbox"/> Inspect for wear		VALISE
<input type="checkbox"/> Spare winch cranks		CLOTHING	<input type="checkbox"/> Wallet
<input type="checkbox"/> Windvane	TRAILER	<input type="checkbox"/> Dress clothes	<input type="checkbox"/> Map
<input type="checkbox"/> Telltales	<input type="checkbox"/> Inspect tread wear	<input type="checkbox"/> Dress shoes	<input type="checkbox"/> Regatta notice
<input type="checkbox"/> Compass	<input type="checkbox"/> Check tire pressure	<input type="checkbox"/> Casual shore clothes	<input type="checkbox"/> Rule Book
<input type="checkbox"/> Small cooler	<input type="checkbox"/> Check bearings/	<input type="checkbox"/> Casual shore shoes	<input type="checkbox"/> Appeals Book
<input type="checkbox"/> Water bottle	lubrication	<input type="checkbox"/> Foul weather suit	<input type="checkbox"/> Illustrated Rule Book
<input type="checkbox"/> Lifting bridle	<input type="checkbox"/> Check lights	<input type="checkbox"/> Life jacket(s)	<input type="checkbox"/> Notebook
<input type="checkbox"/> Mooring lines/bumpers	<input type="checkbox"/> Tie downs	<input type="checkbox"/> Sailing shoes	<input type="checkbox"/> GPS*
<input type="checkbox"/> Cover	<input type="checkbox"/> Mast carriers	<input type="checkbox"/> Sailing boots	<input type="checkbox"/> _____
<input type="checkbox"/> Check shrouds/	<input type="checkbox"/> License plate	<input type="checkbox"/> Visor/cap	<input type="checkbox"/> _____
halyard	<input type="checkbox"/> Boat/trailer	<input type="checkbox"/> Headband	<input type="checkbox"/> _____
<input type="checkbox"/> Tighten screws/nuts	registration	<input type="checkbox"/> Stocking cap	<input type="checkbox"/> _____
<input type="checkbox"/> Lubricate moving parts	<input type="checkbox"/> Spare tire*	<input type="checkbox"/> Sunglasses	<input type="checkbox"/> _____
	<input type="checkbox"/> Jack*	<input type="checkbox"/> Sailing gloves	<input type="checkbox"/> _____
	<input type="checkbox"/> Tire lug wrench*	<input type="checkbox"/> Sailing shorts	<input type="checkbox"/> _____
		<input type="checkbox"/> Sailing sweats	

* added by Bill Ross

MIDWESTERN

How A Tiny Yacht Club With No Experience Running National Events Hosted Us Sailing's 2009 One-Design Regatta Of The Year

Jay Lott, FS 5698,
2009 NAC
Regatta
Vice-Chair



When the Ephraim Yacht Club was selected to host the 2009 Flying Scot North American Championship regatta, EYC members hardly expected the event would be in the running for US SAILING's One-Design Regatta of the Year award, much less that the EYC's NAC would win the award. The EYC began with the goal of hosting an NAC good enough that the EYC would not be embarrassed. In fact, before 2005, most EYC members would not have thought the EYC capable of hosting an event of the size and complexity of the NAC.

After Harry Carpenter competed in the EYC's 100th Anniversary Regatta in 2005, he suggested that the EYC apply to host the NAC. This started a spirited debate at the EYC. Some thought the NAC would be a great opportunity for the EYC, and by hosting 54 boats at the 100th Anniversary Regatta, the EYC had shown it had the capability to host large regattas. Others (including me) at first discouraged the idea. Although the thought of racing in my first NAC with a home-field advantage was appealing, I thought the week-long NAC would blow a hole in our members' limited vacation time and would provide little benefit to most EYC members. I also thought our facilities would not be adequate to the task. Of course, events proved me wrong—the home-field advantage did me no good, the event was widely praised even by non-sailing EYC members, and the facilities were more than adequate—and I'm glad of it.

After the EYC was named to host the 2009 FS NAC, four members (all Scot racers and all having raced in national-level events in the Scot class and other classes) were appointed to the EYC's NAC committee and charged with leading the event. The committee quickly identified a number of weaknesses that the EYC would have to overcome, as well as strengths on which the EYC could capitalize.

Weaknesses

1. No experience hosting national events.
2. Pier too small for the expected

number of boats.

3. Clubhouse tiny (no food and beverage, only four parking spaces, no room for social events, only two toilets).

4. No alcohol allowed to be served at the club (the EYC leases its clubhouse from the Village of Ephraim, which is a "dry" town).

5. EYC members, in Ephraim for limited vacation time, might not see the benefit of spending their vacations helping host a week-long event for out-of-towners.

6. No national reputation as a good regatta venue, and a long (two-day) drive for many active Scot fleets.

7. Few experienced race committee personnel and judges.

8. Potential difficulty finding lodging, due to hosting the event during the very peak of the tourist season.

Strengths

1. The EYC's sailing venue: second to none in the US, with fresh, clean water, few navigational hazards, relatively dependable winds, a variety of wind and wave conditions, spectacular scenery, and conveniently close racing area.

2. The EYC's location in a scenic tourist area – lots of other attractions for visitors.

3. Plenty of available lodging, much of it within walking distance of the EYC.

4. High reputation regionally as a good place to race, from hosting the annual Ephraim Regatta.

5. The EYC's approximately 325 family members—many of whom use the club intensively during its short season—provided a large pool of potential event volunteers imbued with traditional Midwestern hospitality.

6. Support from the local municipality, school district, churches, residents, and businesses.

The EYC is really a seasonal community sailing center with 501(c)(3) status. The EYC has traditionally focused on lessons and kids' activities, along with club-level racing. With annual family dues of only \$150, the EYC is no New York Yacht Club. Thus the committee's first (and ongoing) task was to convince other





EYC members—especially the majority of members who would not race in the NAC—that hosting the NAC would benefit the EYC and its members. A constant stream of enthusiastic, upbeat communications were made to EYC members by newsletter, e-mail, and in person, emphasizing the benefits of the NAC: a chance to compete at a national level, and the opportunity to meet other members of the Flying Scot class community, especially for the EYC’s junior members, all without travel. (Also: Parties! Four parties in six days! To which all EYC members are invited!) In the end, more than 200 EYC members and others volunteered during the NAC – a tribute to the generosity and genuine Midwestern hospitality of the club’s members and the FSSA community.

Worries that the event would be financially burdensome for the EYC were alleviated by aggressively seeking local and national sponsors, who generously stepped up to the plate. In-kind donations were monetized by means of a raffle and auctions.

The EYC’s pier was capable of handling only approximately 25 dry-sailed Scots. The NAC provided the impetus for a pier resurfacing that increased its capacity to 45 in time for NAC week. The increased capacity meant smooth and efficient crane operation would be at a premium, and the EYC’s relatively large staff of high school and college students was charged

with supervising crane operations, which went without a hitch. Additional dry-sailing capacity was obtained from the Village of Ephraim, which closed its parking lot and boat ramp to all other traffic for the week of the NAC, providing enough room for the balance of the 74 Scots that competed. Possible bottlenecks created by the steep launch ramps, lack of parking, lack of tie-up space, and the narrow, dog-legged channel from the Village ramp were avoided by numerous volunteers launching and recovering boats with borrowed tractors and ATVs, and driving motorboats to quickly move Scots to and from temporary mooring buoys at the end of the channel. Without its own space to measure boats and sails, the EYC borrowed the parking lot and gymnasium of the local school, conveniently on the route to the EYC just a few miles before arrival. A local contractor provided a front-end loader for use as a crane.

To encourage attendance (especially important in a recession year that saw attendance at other national regattas down by as much as 40%), the EYC promoted the NAC early—at the prior year’s NAC and the prior Midwinter Championship—and often to those most likely to attend. An educational and promotional PowerPoint presentation was shown at both those events, and printed handouts were provided as well. The EYC also promoted the event by

personal contact with individual class members, and with e-mails, mailings, and online postings, including many targeted to Midwest Scot sailors who would be more likely to attend the NAC because of proximity and the EYC’s regional reputation. This promotional effort bore fruit with good attendance from neighboring Midwest FS fleets as well as from fleets as far as Massachusetts, Virginia, Louisiana, and Texas, among others. Communications emphasized the advantages of reserving housing close to the EYC well in advance of the NAC.

Because the EYC’s facility was too small for any social events (and alcohol could not be served there), parties—and even the skippers’ meeting—were held elsewhere. A small, privately owned park across the street from the EYC was borrowed for a daily post-race beer tent, with beer and a refrigerated trailer donated by the local Bud distributor. The Village of Ephraim lent its Village Hall for breakfasts and the skippers’ meeting. Parties were held at local resorts, restaurants, and members’ homes – requiring a temporary liquor license for one member! Parking spaces were borrowed from two local churches, and regatta participants were encouraged to stay at hotels within walking distance of the EYC. Fortunately, Ephraim is compact as well as scenic, so all regatta venues (except for the evening parties) were within walking distance.

With a potential pool of only one race

committee member and one judge among its membership, the EYC sought qualified RC members and judges from other clubs. By working its list of contacts, sending invitations early, and providing free housing in the homes of EYC members, the EYC was fortunate to have an excellent visiting race committee and judges. The EYC even was able to borrow race committee equipment such as marks and ground tackle from another club.

Lessons

Although not every club hosting a national event will face challenges exactly like those faced by the EYC, some general lessons should be useful to future NAC hosts.

1. **Organize.** Plan all the details and have a person responsible for each area. (The EYC had approximately 20 sub-chairs in charge of facets of the event ranging from parties to apparel to trophies to race committee to parking to local liaison to Porta-Potties.) The FSSA Web site has several checklists from past NACs that can serve as a valuable resource.

2. **Lead.** Find the right person to run the regatta. The EYC was fortunate to have as the event chair Carol Claypool, who combined the virtues of hard work, detail-orientation, contacts in the national class organization, and experience at national events.

3. **Recruit.** Find the right persons to run the subcommittees. The NAC's four-person main committee probably spent more time on identifying, debating, and persuading subcommittee members than on any other single task. The EYC's staff was encouraged to compete in the NAC but also expected to work before and after the races.

4. **Delegate.** And follow up. Clearly communicate expectations and tasks to volunteers, then make sure they are doing them on time. Even though all the workers are volunteers, it's important to maintain standards of quality. Don't be afraid to redo someone's work if it is not up to standard, or even to replace someone who is not doing his job.

5. **Practice.** Critical functions like measurement—the first contact of most



guests with the EYC, which would set the tone for the whole event—were practiced a week in advance, with EYC member-competitors as guinea pigs.

6. **Communicate.** Communicate the idea of the NAC to potential attendees. Communicate the benefits of hosting the NAC to club members. Make sure regatta participants have all the information they need in a clear, organized format, when they need it (including, to the extent necessary, before they arrive). Confusion = unhappiness. Clarity = smooth event, happy guests.

7. **Smile.** When your regatta participants arrive, smile and smile some more. Tell them how pleased you are that they have come. Treat them as you would guests in your home.

The NAC is fun. It's worth all the work and preparation. In the end, for me the most gratifying aspect of the entire event was receiving on behalf of the EYC the thanks and compliments of the NAC participants and FSSA class officers – and making numerous new friends in the class, whom I know I will see again and again at future FSSA events. ▲

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How to Avoid Over-trimming the Flying Scot Mainsail

Pat Glazier and Charles Buffington

The mainsail provides most of the sail power on a Flying Scot, so it's important to trim it properly. Sailors who are new to the Flying Scot frequently "over-trim" the mainsail, that is, pull it in too tight for the relative wind direction or velocity. This causes flowing air to detach from the sail and makes the sail stall and act like an air brake instead of a lifting body. It's easy to tell when the sail is under-trimmed (it luffs), but it's much more difficult to tell when it's over-trimmed, especially in light air.

One indicator of mainsail trim is telltales attached to the leech (trailing edge) of the sail at the top battens. These telltales will stream straight off the leech when the sail is trimmed properly. If they disappear to leeward of the sail, the sail is over-trimmed. To fix this problem, release some mainsheet or ease the vang until the telltales stream properly. Check out the telltale on 5347 in the photo.

A stalled sail is very slow, so look at the mainsail leech telltales frequently and adjust the trim based on what you see. This concept applies to all points of sailing. Remember: just right is best, but loose is better than tight.

Sailors with experience sailing a Flying Scot will recognize that a bit of "twist" in the mainsail is fast. This means that the leech points further to leeward at the top of the sail than at the bottom—5 or 10 degrees is about right. This works because there is a vertical gradient in wind velocity, especially in light air. The drag on the wind from moving over the water is enough to slow the lower layers of air relative to wind speed higher off the water. Higher wind velocity moves

the apparent wind vector back; hence, the angle of attack of the sail aloft can't be as high as it can be lower down near the water. The mainsheet and vang control twist in the mainsail: more sheet or vang, less twist. Check out the twist in the pic-

ture of 5347 beating to windward.

Mainsail trim is also a key to "shifting gears" for acceleration. The boat slows down when tacking, so the mainsail should be released a bit to a more powerful trim until the speed picks back up. ▲



Massapoag Yacht Club

US SAILING's One-Design Club of the Year for 2009

Diane Kampf, FS 5857, FSSA First Vice-President

US SAILING presents up to five one-design awards each year at its One-Design Sailing Symposium. Anyone may make a nomination by submitting one on the US SAILING Web site. You might want to consider making a nomination after reading these categories and descriptions:

1. **Service Award** – to recognize distinguished service and leadership in the promotion of one-design sailing and class organization.

2. **Leadership Award** – in recognition of individual initiative, enthusiasm, organizing ability, and leadership in creating the outstanding fleet-building program.

3. **Club Award** – to recognize administrative excellence, fleet growth, creative programming, regatta support, member contribution—at regional, national, and international levels—of the one-design yacht club of the year.

4. **Regatta Award** – to recognize excellence in development, promotion, and management by organizers and sponsors of the year's outstanding multi-class or single class, international, continental, national or regional regatta.

5. **Creativity Award** – to recognize outstanding individual creativity and contribution to the year's most innovative one-design event of national or international significance.

Massapoag Yacht Club in Sharon, Massachusetts, home of Flying Scot Fleet 76, was nominated as the US SAILING One-Design Club of the Year and was recently named as the winner of that award for 2009. Here are some excerpts from the information that US SAILING asked us for after we were nominated.

The Massapoag Yacht Club in Sharon,

Massachusetts, is in its 63rd year and currently features boats in four different one-design classes, with 33 Flying Scots, 18 Day Sailers, 22 Sunfish, and 20 Lasers, as well as some other class boats in a Handicap fleet. We currently have 70 member families, with a waiting list of 15 families eager to join our club. We have had strong fleet captains and enthusiasts who have grown several one-design fleets over the years, previously Town Class and other boats before that. We organize five racing series during the year—Spring, Wednesday nights, 1st Summer, 2nd Summer, and Fall Series—and we have Sunfish and Laser racing that is less formal on Thursday nights and Saturdays. Overall, we are holding 150+ organized races over the course of the sailing season, plus regattas and fun events.

We are an all-volunteer organization, from the board of directors to the committees and the members, all of whom have duties that they owe the club each year. One of those duties is race support. Some who don't race help on the rescue boat. Everyone has to be involved in at least one social event per year, so that new members get to meet others. In the Spring, all must attend a work party to open the club, and in the Fall, all must participate in a work party to close the club. The self-help spirit of the club allows us to keep our dues at a minimum while still being able to host several regattas and several social events a year, all within budget. We also self-insure with a capital fund that comes in handy when we have to replace a motor or a major item not covered by property damage insurance. It is a well-oiled machine! During regattas, our club members host

out-of-town guests and we have some guests camping on the club grounds.

Although we are a small club on a two-mile-long lake, our Flying Scot fleet, with Greg Kampf as captain, is one of the five largest in the country. We boast some national champions and officers in the Flying Scot Sailing Association. Jim Cavanagh can take credit for growing the fleet from a few Scots in the early 80s to where we are today. He was willing to buy and fix boats and sell them to first-time boat buyers who weren't ready to buy new. We hosted an FS Nationals in the 80s and again in 2006. In 2009, we hosted the Flying Scot Wife-Husband Championship, with 39 entries from Tennessee to Maine. Our fleet travels to other regattas and the other clubs reciprocate, making lots of fun competition – always learning something new.

The Day Sailer fleet, with Carole Isgur at the helm, has been around longer than I have, so I am not sure who built that fleet. In 2006 we hosted the Day Sailer Nationals and brought 25 boats from as far away as California to our club. We still have people asking us to do it again. Our fleet does some traveling, but not as much as in past years.

The Laser fleet, with Gary Werden at the helm, has grown by leaps and bounds over the last five years. The fleet does frostbiting at other clubs and travels during the season. We hope to see some other boats coming to sail at our regattas over the next several years. Some of the Laser fleet has grown out of the Sharon High School sailing team and has become quite competitive and fun to watch.

The Sunfish fleet, with Captain Rick

Continued On Page 19



2009 Flying Scot North American Championship Regatta

Jay Lott, FS 5698, 2009 NAC Regatta Vice-Chair

The 2009 Flying Scot North American Championship regatta was held at the Ephraim Yacht Club, Ephraim, Door County, Wisconsin, on August 1-7. Scot sailors from all over the eastern and central United States—from Massachusetts to Texas—traveled for up to two days to attend the event, the first national regatta ever hosted by the EYC. Competitors were rewarded with excellent racing in beautiful weather and

Continued On Next Page

surrounded by spectacular scenery, and they were able to catch up on old friendships over post-race beers and at nightly parties.

The EYC is located on Eagle Harbor in Ephraim, Wisconsin, on the west side of the scenic Door Peninsula. The NAC sailing area was located just outside the harbor, about two miles from the EYC. With high bluffs to the east and southwest, an island to the west, and 90 miles of open water to the north, racers found that conditions could change quickly from flat water with shifty gusts, to steady high winds and 3-foot waves.

Competitors began arriving on Saturday August 1 for measurement at the Gibraltar School. They found a large committee of orange-shirted measurement volunteers who efficiently weighed boats and measured sails and rigging. "Checking in and getting measured was a breeze," said competitor Tom Walsh. Registration packets and t-shirts were handed out, and additional apparel was available from the EYC's ever-diligent apparel sales volunteers.

Registration and measurement continued on Sunday August 2. Eventual NAC winner Allan Terhune put on a rigging and tactics clinic on the EYC pier on behalf of NAC platinum sponsor North Sails. The women and juniors raced their separate NAC championships in brisk westerlies that put a premium on boat handling and playing wind shifts that came off the tall Eagle Bluff in Peninsula State Park. Stewart Draheim—with crew and dad, Bill Draheim—from the Corinthian Sailing Club won the Junior NAC with finishes of 1-3-1. Greta Mittman of the Corinthian Sailing Club, with crew Heidi Gough and Natalie Mauney, was first in the Women's NAC with finishes of 3-1-1. The social side of the NAC was kicked off with a complimentary cocktail party featuring delicious "heavy appetizers" (also known as "dinner") at Alexander's Restaurant a few minutes outside of Ephraim.

After a competitors' meeting featuring a detailed PowerPoint presentation on where not to park in the cramped village of Ephraim, qualifying races opened Monday with a typical Ephraim

occurrence — a 180-degree wind shift in the middle of the first race resulted in a shortened course. EYC members Bill and Rosie Klein and their numerous extended clan opened up their home for a Brat, Burger and Corn Roast, which was appreciated by all and was accompanied by a raffle (every registered skipper in attendance won something, including a couple of spinnakers from NAC gold sponsors Mad Sails and Gus Sails).

Qualifying finished Tuesday with a single race in challenging conditions, a classic Ephraim NNW blow with gusts over 18 knots and 3-foot-plus waves building up over the aforementioned 90-mile fetch. Several capsize resulted, including Chris and Jon Wright, who—despite bending their mast severely during the capsize recovery—eventually won the challenger division. Racers were on their own for dinner, the only night during the regatta with no scheduled party.

With the fleet split into championship and challenger divisions, Wednesday's racing began in a moderate northwesterly with some leftover chop, putting a premium on maintaining boat speed, but the breeze was not shifty. The second race was held in moderate to light westerlies with lots of puffy shifts. Competitors who played the left side seemed to do better. EYC member Martha Sauter opened her beautiful cliff-top home for a pig roast and BBQ, and diners were rewarded with a view of the sun setting over Michigan's Upper Peninsula 25 miles across the waters of Green Bay.

The weather continued fine Thursday, except for a lack of wind. Despite valiant efforts by the race committee, no races were completed in the light to nonexistent breezes. The Flying Scot class rule requiring the carrying of an anchor was vindicated as racers anchored, sunbathed, swam, compelled nearby sailors also to swim, ate lunch, and persuaded powerboaters to run in to shore for cold beer. Limericks were composed, some better than others, including the following:

*We came to Wisconsin, you betcha
To race we would all try to catch ya
From cherries and cheese*

*To ice cream and breeze
Oh, Ephraim, we'll never forgetcha*

The FSSA annual meeting and awards banquet took place that evening at Maxwellton Braes resort, accompanied by a short fundraising auction to help defray the cost of the regatta. Raffle winners were also announced: a flat-screen TV, a North Sails "AP" mainsail, and \$750 cash were awarded.

The final day of racing Friday saw very unusual southeasterly breezes, which rewarded sailors who correctly played the shifts off Ephraim's east-side bluff — again the left usually paid off as shifts came in from the bluff on the upwind legs. Many sailors stayed Friday night to play tourist by enjoying a traditional Door County fish boil before getting on the road Saturday.

Three cheers and huge thanks to race committee chair Jim Tichenor and his crew of volunteers, many of whom traveled from outside Wisconsin. The courses were as good as Ephraim weather permitted, and the expert race committee work was never a factor in the racing.

Results*

Championship Division

First: Allan Terhune, Jr., and Katie Terhune, Eastport Yacht Club, 1-1-4-3, Total: 9

Second: Kelly and Heidi Gough, Corinthian Sailing Club, 3-3-1-2, Total: 9

Third: Rob Doolittle and Dave Bolyard, Pontchartrain Yacht Club, 4-10-6-1, Total: 21

Challenger Division

First: Chris and Jon Wright, Sheridan Shore Yacht Club, 1-1-4-1, Total: 7

Second: Tom Hohler and Christine Czapleski, Moraine Sailing Club, 6-2-19-3, Total: 30

Third: Steve Last and Steve Rajkovich, Crystal Sailing Club, 3-17-2-9, Total: 31

*Complete final results are available at <http://www.eyc.org/fjsnac/> ▲

**Check fssa.com and
www.eyc.org for additional
photos of this race.**

Devolution of the Flying Scot: Sandy Douglass and the International Canoe

Jim Davis, FS 784



The sailing canoe, the fastest one-man mono-hull, must be the ultimate in small-boat sailing. In a breeze to be out at the end of the seat, five feet from the boat, traveling like mad, spray flying, riding a boat instantly sensitive and responsive to the slightest movement of the tiller, with the combination of light over-canvassed boat and the tremendous application of power provided by the long seat.

– Sandy Douglass in *Sixty Years before the Mast*

Continued On Next Page

Most Flying Scot sailors are aware of the boats Gordon K. Douglass designed prior to the Scot's appearance in 1957. The Thistle and Highlander classes are well-known and are wonderful boats in their own right. But at the very beginning of this evolution there was a boat with a history going back to the nineteenth century—the boat that beguiled Sandy's passions and those of many others. That boat is the “decked sailing canoe” International Canoe, the IC. The genesis of that evolution began right here in the Michigan-Ontario District on Sugar Island.

The International Ten Square Meter Canoe is a sailboat like no other. Seventeen feet long, three feet in beam, 110 sq ft (“10 Square Meters”) of sail, 200 lbs (or less) in weight...it is the fastest single-handed sailboat in the world. It is a “canoe” in European use of the word—more akin to what we would think of as a kayak. The first time you see an IC, you are immediately struck by two things: it's pointed at both ends, and it has a sliding seat. The sliding seat moves side to side and provides the tremendous righting leverage behind its performance. The



sailing canoe has been around since 1875; it's the oldest sailing class in existence, and it is very much alive today.

If you took a quick look at the Flying Scot and the International Canoe, you'd

think the two boats couldn't be less similar. I can grab the shroud, plant my foot by the chain plate, and lean over the water, and my Flying Scot will heel a few degrees. An IC will capsize on its own mooring. The

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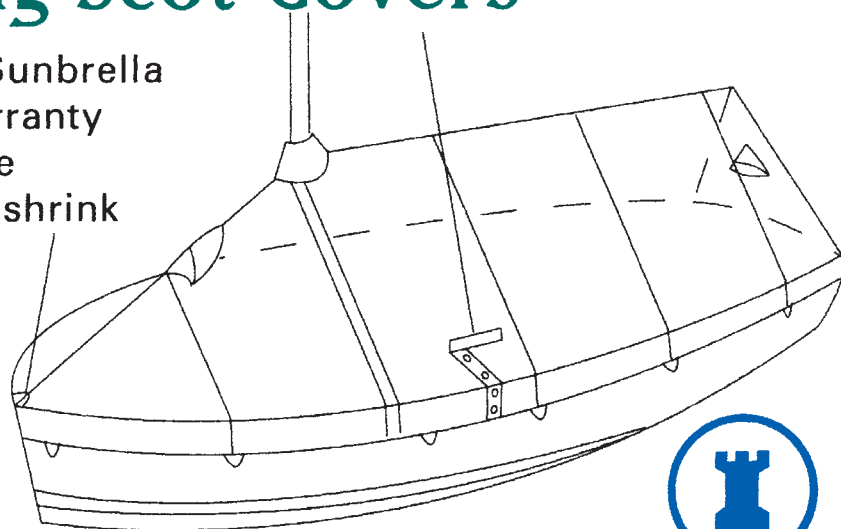
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- will not rot, mildew, or shrink

Features

Cover has a tent-like fit
Delrin zippers with flap
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Heat cut edges will not fray
Flat covers also available

Options

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



Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591



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Scot is built very strongly and the resulting structures are heavy. The IC is quite strong but uses the latest vacuum-bagged, cold-molded or carbon fiber construction; the current boats weigh just over 110 pounds. The Scot is strict one-design. The IC is a development class where innovation and experimentation are encouraged. The Scot has soft Dacron sails on aluminum spars. The IC has a fully battened rig with composite spars. The Scot races with two or three. The IC is a single-hander. The Scot is like a Mercedes sedan. The IC is like a Formula 1 racer.

Sugar Island is in the St. Lawrence River near Gananoque, Ontario. It is in the heart of the beautiful Thousand Islands area shared between New York and Ontario. The American Canoe Association owns Sugar Island and holds the ACA annual encampment there each summer. Included in the festivities are International Canoe races for several cups. Sandy Douglass raced ICs and came up to the Thousand Islands area each season.

In 1933, Uffa Fox and Roger DeQuincey arrived from England to contest the Americans for the International Challenge Cup. The Challenge Cup traced its heritage back to 1886 as a competition between the United States and Britain. Uffa's design was different from the American

boats; it had more beam and was able to plane. Uffa did much of the pioneering work in small planing dinghies and was highly regarded for his International 14s, as well as International Canoes. The two Englishmen won the regatta and took the Cup to Great Britain, where it remained for nearly thirty years. The details are covered in both Uffa Fox's *Racing and Cruising Design* (1938) and Douglass's *Sixty Years before the Mast* (1986).

This was the beginning of a long relationship between Sandy and Uffa. Uffa provided Sandy with the plans for several canoes and dinghies, which Sandy subsequently built. Many of the design principles, features, and details from Uffa's boats found their way across the Atlantic. A Scot sailor today would instantly recognize the centerboard trunk design where it serves as a long, stiffening girder for the hull. The winch for raising and lowering the centerboard is there, also. Look at the plan view of the hull. Uffa's boats have a "broad shoulder" forward of amidships. This was to help the hull plane earlier, and this feature is seen in the Scot, Thistle, and Highlander. The sail plan of the 1930s-era canoe lives on as well. In one of Uffa's books, there is a photo of a fleet of canoes sailing to windward. Save for the helmsmen on their sliding seats, the sails look

remarkably like a group of Flying Scots.

Sandy loved the International Canoe. Anyone who reads his autobiography or attended one of his seminars "back in the day" can attest to this. So why did he move away from the IC to develop larger, heavier, and more stable boats? I think the answer has less to do with personal preference than it does with marketing. The IC class has never been very large. There are probably more Scots in one of our larger fleets than ICs in the entire country. It's been said of high-performance sailboats that it's easy to design a fast boat; the hard part is getting enough people to buy them. Sandy was trying to make a living building quality boats. The market for canoes couldn't support a business on its own, so he expanded into other classes like the International 14 and the Interlake. Eventually, he created the Thistle, Highlander, and Flying Scot. All were variations on the family-racer concept. All were successful, with the Scot clearly the leader in boats built.

Besides their "DNA," the Flying Scot and International Canoe complement one another. The Scot offers the canoe sailor a boat to sail or race with spouse, friends, or children. For the Scot sailor who wants to go really fast or experiment with new ideas, what better boat than the IC? The two classes share a heritage, and each does well what the other does not.

Let the great L. Francis Herreshoff have the parting word on the sailing canoe:

The sailing canoe is one of the most interesting things God has let man make.... the sailing canoe has more beauty, longevity, and, we might say, verve than any of the man-made objects....Perhaps though, the most appealing thing about the sailing canoe is her sheer beauty....It is this prettiness of the sailing canoe that has appealed to several artists....Now Rolf Armstrong, the great portrayer of feminine beauty, keeps a seraglio of five or six beautiful sailing canoes with which he satiates his artistic cravings without fear of jealousies.

—from *The Common Sense of Yacht Design*

By the way, one of Rolf Armstrong's "beauties" that Herreshoff mentions was built by Sandy Douglass. ▲

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Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

Tapered Aluminum Spinnaker Pole...

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

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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.

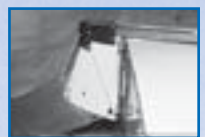


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Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.



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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Schlosser, seems to grow by virtue of the fact that it is an easy boat to own. Lots of our members own a Sunfish as a second boat, either for their own pleasure or for their kids to learn on. We hope to see more and more Sunfish out there competing in our club races and joining the other New England Sunfish racers at our regatta, as well as at their regattas.

This year, our club hosted the Area A Mallory and Adams Cup Elimination Regatta and sent two boats to Bay-Waveland Yacht Club, Mississippi, for the finals in September. Both of the finalists practiced at our Massapoag regatta, having had a great time with us at the Area A event. A member of our club won the men's sportsmanship award at the finals, a very prestigious award, indeed.

Besides our annual Fall regatta, we have added an annual Sunfish and Laser regatta for the past two years. For nine years we have had a women skippers regatta to get more women at the helm and hopefully have them join us in our club series as the skipper. We also host a single-handed regatta, where boats

that normally have crew are raced single-handed, mostly to test the raw skills of the skippers but also to make sure the skippers really appreciate their crew the next time they race together!

Our regattas have come to be known pretty far and wide for:

- excellent race management
- excellent hospitality
- super food
- great people/organization.

Another area where we think we are different is our trophies, which I personally have lots of fun with. We try to choose things that are more useful than most trophies you win, but something worthy of the event. My personal favorite was the sailboat bookends that we awarded for our Flying Scot Wife-Husband Regatta. We have had some other fun items: barbecue sets with engraved cases, poker sets with engraved cases, cheeseboards with screen-printed logos and engraved plates, embroidered fleece blankets, lunch coolers and tote bags, clocks, pitchers, and ice

buckets. People tell us they remember the event every time they use the items, so that makes it worth all the work.

It really comes down to the people. We have a great group of volunteers who make this happen every year. We have a core group and we try every year to bring into the fold new members and others who have not participated. We never turn away a volunteer! And we know how to put on a good show, from the racing, to the food, to the trophies. We spend a bit of time making sure we recognize everyone who comes and everyone who helps out. We try to recognize our guests who are celebrities within their fleets, districts, regions, and national associations. We make sure to recognize the work of the race committee and the shore committees that make it all happen. And we thank our guests and ask them to come back year after year – and they do. We hope that never changes. There would not be events without all of them. In the words of another leader, "It takes a village" – and I sure do love our village. 🏡

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Supplied hardware	A trip to the hardware store



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296 - Douglass built in 1961. Good condition, sails, spinnaker, cover, 4 year old trailer. **Call for price.** Located in Dallas, TX, Contact: Charles Campbell, 214-528-9610

530 - Customflex built in 1965. Superb condition. Dark blue hull with red waterline and off white deck. Dry sailed since restoration, 2003/2004. New hull core, refinished hull and C/B and painted by Dennis Dieball. New parts, upgrades, all new lines, North Sails (main, jib, spin 5 yr old), 5 yr old Rook mooring cover. Wide axle trailer for highway travel. Race Ready **\$4700.** Located near Kalamazoo, MI. Contact: Dan Bridgeman, 616-295-8881 cell, dwb123@charter.net

1689 - Customflex built in 1970. Good condition. White deck, blue hull. Includes mast hinge pin, rebuilt trailer, 2 mains, jib, spinnaker and compass. **\$2000.** Located in Chatham, MA. Contact: John Morgan, 201-655-9100, ajmorgans2@aol.com

1704 - 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

1772 - Douglass built in 1970. Light Blue/White Hull. Full sails, Spinnaker, motor mount, trailer, good boat. Needs some TLC. **\$1475** or bo. Located in Central NJ. Contact: Bill Craig, 973-701-9282, william_craig@hotmail.com

1897 - Douglass built in 1971. Sound hull. 2 sets of sails. No trailer. On land. **\$2100** or bo before Valentine's Day. Located in Columbia, SC. Contact: Regina Monteith, 803-779-8526, rmonteith@sc.rr.com

2407 - Douglass built in 1973. Yellow hull with light blue deck, dry sailed its entire life. Lots of new parts, upgrades, all new cordage, brand new Schurr Sails, 2 year old Sailor's Tailor cover, extremely lightly used, great condition. Road ready sterling trailer. **\$4500.** Located in Atlanta,

GA. Contact: John Federico, 770-619-3013, tenzan@bellsouth.net

3544 - Douglass built in 1980. Good condition and sail ready. White deck, light gray topside and red bottom paint. Two sets of sails and spinnakers, mast hinge pin, new bow flotation bag and compass, mooring boat cover, motor mount, tiller extension, storage hammock, paddle, boat hook, fenders and lines, trailer and mooring with ball and tackle. **\$3500** or bo. Located at MYC in Sharon, MA. Contact: David DePree, 781-775-9169, dave@briggscapital.com

4369 - Douglass built in 1987. Excellent condition. Many old sails in good condition, different made brands. (Main-jib-Spinnaker) galvanized trailer, the boat have many extras. **\$5000.** Located in Easton, PA. Contact: Laszlo Viemann, 610-252-6656, lvemann@verizon.net

4543 - Douglass built in 1989. Custom painted red hull, white deck/bootstripe. 2 sets sails, very lightly used North racing sails - Main, jib, spinnaker. Spinnaker never used. Schurr main/jib, Ronstan tiller extension, TackTick Micro Compass. Lifting bridle. Stored 4 years. TeeNee galvanized trailer, motor mount. Sailors Tailor mooring cover. **\$8200.** Located in Farmington, MI. Contact: Paul Morrison, 248-996-2161, pfmorrison@aol.com

4545 - Douglass built in 1989. Gray bottom, white deck, Norths used in four regattas, upgraded lines, North cover, new mast, safety gear, trailer. Proven record; One National & 2 Mid Winter's titles. Delivery possible. If a new boat isn't your plan, this is your ride. **\$8900.** Located in Kansas City, MO. Contact: Ted Lischer, 816-803-3920, tedlischer@kc.rr.com

4930 - Flying Scot built in 1993. Race ready minimum weight white hull with blue stripe. Four-year-old Quantum sails. Galvanized trailer. New sheets and heavy forestay.

Bow floatation bag & required transom port. Trailing fittings and lifting bridle. Two covers, swim ladder, grab rail, compass and paddle. **\$8500.** Located in Chapin, SC. Contact: John Sweet, 803-261-5228, johnsweet@aol.com

5179 - Flying Scot built in 1998. White w/blue trim. Racing pkg. Mach Main Sail & Jib. New set of Gus Sails. North Spinnaker. Road worthy galvanized trailer, rudder lift system, bow bag. Ready to race this season! Dry sailed. Great boat in racing condition. **\$9500.** Located at Lake Eustis, FL. Contact: Dave Asaibene, 772-341-4046, MrChefDave@mac.com

5199 - Flying Scot built in 1998. White hull and deck with red trim, looks great, race package, dry sailed, dark bottom paint, GPS used for speed, Tack-Tic, alum. paddle, boat hook, new tiller extension, bow inflation bag, anchor, rudder lift, 2 sets of racing sails Schurr & North both rolled (crinkley), red spinnaker, mast flotation, motor mount, LOAD-RITE trailer, plus one ton boatlift total package. **\$11,900.** Located in Frewsburg, NY. Contact: Dick Schwartz, 716-569-4500, rasaiah408@windstream.net

5244 - Flying Scot built in 1999. White deck, blue hull, Schurr sails, spinnaker w/pole, new full skirted cover, cockpit cover, motor mount, swim ladder, lifting bridle, anchor, tiller extension, rudder bag, tiller bag, storage hammocks, extra misc. Sheet & hardware, 1999 Trailax Aluminum trailer. **\$9500.** Located in Avalon, NJ. Contact: Stuart Friedman, 609-967-7575, sefmgmt@aol.com

5455 - Flying Scot built in 2002. Excellent, racing package, 2 sets of sails, one used 3 times. White hull, blue water line. Aluminum trailer. Cover. Fast boat, everything you need to win. **\$10,500.** Located in Palmetto, FL. Contact: John Marcin, 941-729-8228, jmarcin@tampabay.rr.com

5538 - Flying Scot built in 2003. Race rigged, complete mooring and trailer covers, rudder bag, Spinnaker and pole, new aluminum trailer, Schurr Sails. Ready for pick up. **\$12,500.** Located in Palm Beach, FL. Contact: Adam Parker, 561-844-0206, adamparker@sailfishclub.com

5600 - Flying Scot built in 2004. White w/blue trim. Radical racing package. North Main + 2 jibs (tight & snug) + 2 spinnakers, main-sheet extender, 2 tiller extensions, aluminum trailer with nosewheel jack, full Sailor's Tailor cover, TackTick compass, swim ladder, motor mount, mainsail flotation. Dry Sailed. Excellent condition. **\$12,500.** Located in Deltaville, VA. Contact: Jim Hess, 757-220-2924, hessjb@cox.net

5744 - Flying Scot built in late Dec 2006. Perfect condition. Customized, one-time only made design (no other Scot like this), White hull with Red/White/Blue striped bottom and orange water line. Customized racing package, very clean and all the controls you need, close at hand. No cleats or bumps on deck, seat or console!. 2 full sets of Ullman Sails, plus an extra jib and spi. Customized Long trailer, with brand new tires. Ullman travel cover + Full tent cover, Plastimo compass, 2 Spinnaker poles (carbon and tapered aluminum) and many, many more. Fast Boat: 5th MW 2009 **\$16,500.** Located in Deep Creek, MD. Contact: Hans Noordanus, 540-846-1605, hans.noordanus@lowsc.org

5758 - Flying Scot built in 2007. Standard race package, white hull/deck, dark blue waterline, red trim, mahogany centerboard cap, bottom paint, Schurr sails, spinnaker, boom vang, cunningham, cockpit cover, full cover, swim ladder, motor mount, trailer w/spare, paddles, dry sailed only. Excellent condition. **\$14,000.** Located in Wolcott, CT. Contact: Paul Chartier, 203-879-4141, pchartier@mossberg.com

NEW MEMBERS

Capitol District

Boat #: 5275/Fleet #: 0

Jeff Allen
133 Glad Mill Rd
Saxonburg, PA 16056

Boat #: 5890/Fleet #: 0

Brian Burton
10138 Piney Mountain Rd SW
Frostburg, MD 21532

Boat #: 5275/Fleet #: 0

George Liddy
114 Hamilton Rd
Potomac Falls, VA 20165

Carolinas District

Boat #: 2680/Fleet #: 126

Thomas P. Bews
1007 N Eugene St
Greensboro, NC 27401

Boat #: 5900/Fleet #: 0

Adam Keen
2818-D Mulberry Lane
Greenville, NC 27858

Dixie Lakes District

Boat #: 3113/Fleet #: 85

Royetta K. Link
PO Box 241762
Montgomery, AL 36124

Boat #: 3239/Fleet #: 85

Allen Mote
461 Cherokee Hights
Tallassee, AL 36078

Boat #: 3268/Fleet #: 85

Burl Murphy
PO Box 856
Millbrook, AL 36054

Boat #: 3269/Fleet #: 85

Reed Smith
5386 Fawn Meadow Ln
Powder Springs, GA 30127

Florida District

Boat #: 5915/Fleet #: 0

Steve T. Morisky
1013 Snapper Lane
Key Largo, FL 33037

Boat #: 2068/Fleet #: 198

Skip Vielhauer
2851 Via Paloma Dr
Punta Gorda, FL 33950

Boat #: 2636/Fleet #: 36

Ted Weihe
3212 Brockton Ln
Sarasota, VA 34239

Greater New York District

Boat #: A298/Fleet #: 0

Harry Foote
PO Box 1146
Ocean Gate, NJ 08740

Boat #: 3834/Fleet #: 177

John Juhasz
3 Pond Rd
Wilton, CT 06897

Boat #: A041/Fleet #: 0

Allison Martuscello
83 Elm St
Calverton, NY 11933

Boat #: 3551/Fleet #: 184

David Petersen
15 Deer Run Dr
High Bridge, NJ 08829

Boat #: 4961/Fleet #: 163

Tom Stone
42 Glenwood Ct
Sinking Spring, PA 19608

Gulf District

Boat #: B010/Fleet #: 98

Claude H. Dannemann, Jr.
19069 Blueberry Hill Rd
Kiln, MS 39556

Boat #: 5681/Fleet #: 153

Jacob Ecker
2000 Brightside Dr, Apt 1322
Baton Rouge, LA 70820

Boat #: 5881/Fleet #: 98

Current Skipper #5881
Bay-Waveland Yacht Club
PO Box 3715
Bay St. Louis, MS 39521

Midwestern District

Boat #: 5387/Fleet #: 0

Mark A. Burnheimer
440 West Front
Traverse City, MI 49684

Boat #: A043/Fleet #: 0

Bruce Mackey
6069 S West Bayshore Dr
Traverse City, MI 49684

New England District

Boat #: 2319/Fleet #: 57

Lawrence (Lonnie) Murray
271 Bunker Hill St
Charlestown, MA 02129

Boat #: 5391/Fleet #: 57

John Sellendorff
192 Forest St
Harwich, MA 02645

Ohio District

Boat #: 2666/Fleet #: 1

Michael Conrad
10039 Glenknoll Ct
Cincinnati, OH 45251

Boat #: 2718/Fleet #: 0

Scott Kester
8987 Lavelle Rd
Athens, OH 45701

Southwest District

Boat #: 0837/Fleet #: 23

Chris Dukeminier
6861 Winchester
Dallas, TX 75231

Boat #: 3442/Fleet #: 0

John Weston
1909 Rocky Ct
Corinth, TX 76208

Check
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STARTING LINE

STARTING LINE Calendar Of Monthly Events

Flying Scot Annual Egyptian Cup Regatta

(Hosted by CSA and Fleet 83)

Carlyle Sailing Association

Lake Carlyle, IL

June 5 and 6, 2010

Info: www.csa-sailing.org

Jim Harris, 314-966-8404

Midwest District Championship

Medicine Lake Sailing Club

Plymouth, MN - June 11-13, 2010

Info: Larry Klick

lklick@comcast.net, 763-553-1680

Douglass/Orr Regatta

Sprite Island Yacht Club

Norwalk, CT

June 19 and 20, 2010

Info: Peter Feick 203-856-0246

2010 North American Championship

Bay Waveland Yacht Club

Bay Waveland, MS

June 28 - July 2, 2010

Additional info. will be posted.

Flying Scot Eastern Women's and Junior's Regatta

Deep Creek Lake Deep Creek, MD

July 17 and 18, 2010

Same weekend: Junior's Flying Scot Regatta for kids 18 and under.

More info: Geri Meehan -

gfmeehan@gmail.com or call

301-387-7890 starting May 15, 2009

2010 Ephraim Regatta

Ephraim Yacht Club - Ephraim, WI

July 30 - August 1, 2010

NOR /other info. to be posted later

at www.eyc.org. Info: Jay Lott,

jlott@reinhardtlaw.com

Billy Heinz Annual Regatta

West River Sailing Club

Galesville, MD

September 4 and 5, 2010

Info: John Gauvin, gauvinj@hotmail.com

2010 Atlantic Coast Championship

Lavalette Yacht Club - Lavalette, NJ

September 11 and 12, 2010

More info: Ron Kiss

rkkiss@aol.com

Harvest Moon

Atwood Lake Yacht Club

Dellroy, OH

September 11 and 12, 2010

Info: Joseph Cline,

jckczoar@roadrunner.com

MYC 60th Annual Regatta

Massapoag Yacht Club

Sharon, MA - Sept. 11 and 12, 2010

Info: Diane Kampf,

dianekampf@charter.net

Presidents/Leukemia Cup

Potomac River Sailing Association

September 11 and 12, 2010

Info: potomacriversailing.org/

3rd Annual Boathouse Regatta

Swift Creek Reservoir

Midlothian, VA

September 18 and 19, 2010

Info: Grant Miller,

millerslawn@mindspring.com

CSA Annual Whale of a Sail Regatta

Carlyle Sailing Association

Carlyle Lake, IL

September 18 and 19, 2010

Info: www.csa-sailing.org

Jim Harris, 314-966-8404

Indian Summer Regatta - Sail

Against SIDS

Fishing Bay Yacht Club

Deltaville, VA

October 2, 2010

Info: John Wake, jwake2@

ix.netcom.com

Cave Run Sailing Association

Moorhead, KY

October 2 and 3, 2010

Info: Bob Summerfeldt,

rjsaia4296@aol.com

Wife Husband Championship

Lake Norman Yacht Club

Mooresville, NC - Oct. 9 - 10, 2010

Info: Bill Reinke,

bbreinke@charter.net



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