

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 54 NUMBER 6 2010



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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 submitted by David Stockwell, FS097, Fleet 183, taken at the Hunterdon Sailing Club in Clinton, NJ.

Photo by Doug Brown



From the President

Charles Buffington, FS 5347



I'm very excited to report that the Flying Scot® Foundation has gained enough momentum that "liftoff" is imminent. The Foundation has a brand-spanking-new Web site (www.flying-scotfoundation.com) that lays out the purposes of the Foundation and the processes to both make donations and apply for grants. Donations to the Foundation are tax-deductible.

The Foundation's General Fund aims to support a variety of charitable and educational activities that benefit Scot sailing in general. The Fund for Education is more focused, with programs for education of existing Scot owners ("Speakers Bureau") and potential Scot owners ("Scots in Schools").

If you are planning an educational event for your fleet next summer that involves bringing an outside expert to town, the Foundation can help you defray travel expenses for the expert. Check the Foundation Web site for the application. Greg Fisher came to Deep Creek last summer and taught the fundamentals of sail trim and boat handling to a large group of Fleet 6 sailors, all of whom, whether experienced or new to the sport, learned new tricks. Sailing is a lifelong sport, and learning to sail better is an important key

to enjoying it.

If your fleet is closely aligned with a sailing school or community sailing program in your area and the school uses Flying Scots to train adults, you may be interested in the Foundation's "Scots in Schools" program. This program aims to form pipelines for recruiting new fleet members by helping the school train adults. You've heard that people tend to buy the boat they learn to sail? This program aims to grease those skids.

Of course, foundations can't give away more money than they have. Many current and former leaders in the class have already made a commitment to support the Foundation (see the Web site for an updated list), and you will have an opportunity to contribute soon, when the general appeal gets under way. Watch for an e-mail announcing the campaign.

The Foundation is the brainchild of former FSSA president Glenn Shaffer. Barbara Griffin, Foundation chair, and current board members Willson Jenkins, Sandy Eustis, and Bill Vogler have worked hard to make the Foundation a reality. The Flying Scot has enjoyed 50+ years of success and is one of the strongest one-design classes today. The Foundation aims to assure the future of Flying Scot sailing. Cheers to another 50 years! ▲



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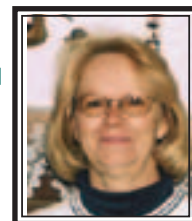
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From the Editor

Kay Summerfield



The month of October was a tragic yet exciting and heartwarming time for Ed and me. I guess it was on the news, but in case you did not see it, eastern North Carolina experienced major flooding. Some areas received more rain than in the aftermath of Hurricane Floyd. It was a devastating experience for the families whose homes were affected by the floodwaters. The exciting part was that it was the first time that Ed and I were deployed by the Red Cross. Ed opened a shelter the first night of the flooding. Working with other Red Cross volunteers from across the state, he learned

Disaster Assessment and Mass Care. I worked in Financial and Statistical Information (FSI), which keeps track of all of the “numbers” (see Red Cross in Action for more information). It was heartwarming that we were helping others through their traumatic times.

Unfortunately Ed had to leave early due to a family emergency. His brother-in-law died of lung cancer.

Here is some information on the relief efforts in eastern North Carolina from our Red Cross Public Affairs volunteer:

and around the world, Red Cross volunteers are hard at work. Most recently it was for our statewide response during the flooding in eastern NC. Red Cross chapters within our state opened 21 shelters and served nearly 15,000 meals and snacks. Eleven emergency response vehicles delivered meals, snacks, and other necessities (451 comfort kits and 899 clean-up kits) to those affected by the storm. Two hundred sixty Red Cross volunteers answered the call, including 20 from the Greater Pamlico Area Chapter.

I hope you will understand the delay in completion of issue 6 of *Scots n' Water*. 🚢

Red Cross in Action

Down the street, across the country,



Jerry Latell, Flying Scot #3015, made this custom spinnaker at his sail loft for the Carter's Creek Halloween Lighted Boat Parade. The crew aboard the Great Pumpkin were Jerry and Andrea Latell and their four year old son, Jackson, and Jerry's bother, John Latell. They used the Rappahannock River Yacht Club's Flying Scot for the late afternoon sail. Photo was taken by Camille Bragg.

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Birmingham Sailing Club

Tim Pack, FS 5090

Flying Scot Fleet 118 is based at Birmingham Sailing Club (BSC) on Lake Logan Martin near Pell City, Alabama. BSC was established in 1963 and presently is home to one-design fleets of Flying Scots, Thistles, J-22s, Snipes, and a variety of other dinghies and cruisers. During the sailing season, BSC hosts several open regattas (such as the Ironman and Leukemia Cup regattas), one-design regattas (such as the Great Scot in October), and regular Sunday afternoon open races.

Flying Scot Fleet 118 currently has 38 members and over 30 boats. As with many fleets, 118 has experienced a slowdown in active participation by its members in recent years. In order to facilitate membership participation, the fleet conducted a member survey in January of this year. The survey responses indicated that sailors were not participating in fleet activities because their boats needed repairs and because they were not interested in

just racing.

While fleet racing is a major portion of our planned activities, the fleet has also instituted designated “repair days,” where more knowledgeable members assist others in making needed repairs to their boats. So far this year we have had two repair days.

To address the needs of the “non-racers,” the fleet implemented “Social & Sail” Saturdays. During this time the fleet comes together for cruising, dinner, and possibly an education seminar. It’s like a half-day social hour with sailing. In 2010, the fleet has held two Social & Sails, with at least one more planned this fall. At our first Social & Sail this year, we were privileged to have Harry Carpenter of Flying Scot, Inc., drop by to conduct a seminar and have dinner with us.

September and October are busy months for Flying Scot regattas in the Dixie Lakes District. While Fleet 118 hosted the Great Scot on October 2nd and



3rd, fleet members are also encouraged to travel to nearby regattas at Muscle Shoals, Browns Creek, and Dixie sailing clubs.

If you are in the area and in need of a “sailing fix,” drop by BSC and Fleet 118 and we will take you for a cruise around beautiful Lake Logan Martin. ▲

Reggae Regatta

Charlie Fowler, FS2496

Our Atlanta Fleet 111 at Lake Lanier Sailing Club hosted the Reggae Regatta on June 19–20, 2010. The Reggae was the last regatta before the NACs. Normally, we would have had enough breeze at some time to make a satisfying weekend, but not this year. We had very light air to get to the starting line. The race deteriorated as it went along, with the wind dropping off to nil. The few boats that were able to get to the weather mark were eventually able to finish the race. After a couple of hours’

wait, everyone went in to the dock to the sound of steel drums, hoping for better wind on Sunday.

With the steel drums (in Atlanta?), there was an island mood to go with island fare as dinner. For those of us in the know, it was Cuban food: black beans and rice, *maduros* (ripe plantains), roast pork, and other assorted extras – a great dinner.

After dinner and dancing, Sunday dawned with no air again. That did not hamper the enthusiasm as boats went paddling to the assigned starting area.

The race committee sat on shore and enjoyed the shade. At noon, the PRO called it a day.

So with only one race (such as it was), the regatta was complete. Doug Carroll, from our new Browns Creek Fleet 197, took the honors. Doug has participated in all three regattas in our travel series. Good things happen if you persevere, Doug.

The race committee, club officers, and club members made the Reggae experience as pleasant as possible. Great job, Lake Lanier Sailing Club. ▲

Great Scot Regatta

Tim Pack, FS 5090

One of the nice things about living in the South is that, while many sailors are putting their boats into winter storage, we Southerners are still enjoying great sailing weather. Such was the case October 2nd & 3rd when Fleet 118 of Birmingham Sailing Club (BSC) hosted the 2010 Great Scot Regatta. The weather was great, with crystal blue skies and temperatures in the mid- to high-70s, the makings for a perfect weekend of sailing.

Fleet 118 and Birmingham Sailing Club are located about 35 miles from Birmingham, Alabama, on Lake Logan Martin and centrally in the Dixie Lakes District. Therefore, we enjoyed the out-of-town company of Flying Scot sailors from Lake Hartwell, Muscle Shoals (Wheeler), Keowee, Browns Creek (Guntersville), and Dixie (Martin) sailing clubs. In total 16 boats competed, 6 from out of town and 10 local members.

This year we have experienced the good fortune of adding several new members to Fleet 118. In response to this, it was decided to add a different twist to the Great Scot. Rather than have one fleet, we had two fleets: the Championship Fleet was made up of experienced racers, and the Challenger Fleet was for the newcomers. While there was one start and both fleets sailed together, they were scored separately.

The regatta began Saturday, with welcoming remarks from Sid Browning, Fleet Captain and Charles Fowler, Dixie Lakes District Governor. As mentioned, the weather was perfect, except we forgot the wind on Saturday. The local weather forecast had called for winds of 5 to 10 mph, but it just didn't happen. When I say it was "flat," I mean really flat. At best we occasionally experienced 2-mph winds. After several postponements, we were finally able to complete two races.

After the regular races, a "paddle" boat race between the respective fleets was scheduled. But due to the paddling required to get to and from the racecourse for the regular races, the competitors were not interested in more paddling; they only wanted a cool drink to quench their thirst.

Saturday evening, after a social time of cool drinks and appetizers, competitors and guests dined on grilled chicken, meatballs with gravy, salad, various vegetables, and desserts. Everyone had plenty to eat and drink and enjoyed a time of swapping stories and fellowship.

With Sunday morning came much-anticipated wind. Wind speeds constantly exceeded 10 mph, with gusts exceeding 15 mph. Three races were completed Sunday morning, making a total of five for the regatta. After all the scoring was complete, John Kreidler of Lake Hartwell placed first in the Championship Fleet and James McCary of BSC placed first in the Challenger Fleet. The top four finishes for each fleet were as follows:

Championship Fleet: 1. John Kreidler, Lake Hartwell; 2. Loy Vaughan, BSC; 3. Sandy Eustis, Keowee; 4. Harry Reich, BSC

Challenger Fleet: 1. James McCary, BSC; 2. Walker Haddock, BSC; 3. Dave Hackney, BSC; 4. Joe Power, BSC

Once the Sunday races were complete, an awards ceremony was held, with each of the top four finishers receiving an engraved "Gret Scot" trophy. As so eloquently described by our Fleet Captain, Sid Browning, the word "Gret" is the Old World Scottish spelling for "Great." *Not really!* It wasn't noticed until Saturday morning of the regatta that our trophy maker had misspelled "Great" on all of our trophies. But on Saturday morning what are you going to do? Graciously, all of our winners accepted their trophies. Who knows? Maybe someday they will be collector's items. Last-place finishers

for both fleets received perpetual "party monkey" trophies, which hopefully they will not win again next year.

Finally, special recognition was made to Harry Reich for all of his hard work and willingness to help in so many ways. Harry is *Mr. Birmingham Sailing Club*. He and his wife, Marilyn, do so much for all of us at BSC. Thanks, Harry and Marilyn; we all appreciate you very much.

After Sunday lunch and the making of great memories, guests and members departed. Another Great Scot Regatta at BSC in the record books. While the 2010 Great Scot was a hit with the sailors, let it not be forgotten that--without the help and assistance of the volunteers who prepared the food, conducted registration, and served on race committee--the Great Scot would not have happened. Many thanks go out to the Fleet 118 volunteers who made the Great Scot possible.

Next year, if you're looking for a fun weekend and would like to experience some great Southern fall weather, come join us at Birmingham Sailing Club for the Great Scot Regatta. 🚤



ATLANTIC COAST CHAMPIONSHIPS – 2010

Ryan Malmgren, FS 5622

This year I had a wonderful opportunity to sail in the Atlantic Coast Championships (ACCs), hosted by Lavallette Yacht Club in Lavallette, New Jersey. I was feeling pretty spoiled because I got to fly in from Wisconsin, while my friend and crew, Jerry Latell, was stuck driving eight hours from Fishing Bay, Virginia—and even more spoiled because Harry Carpenter brought a boat for Jerry and me to demo. The boat was spanking new, having been sailed only a few times before the event, so “feeling spoiled” is kind of an understatement! (BTW, this quick boat may still be for sale, if you’re lucky. Give Flying Scot, Inc., a call!)

What follows are brief snapshots (ok, so maybe not so brief) of some things Jerry and I did during the regatta—boat and sail handling, tactics, strategies, blunders, skillful luck, etc.—that helped us pull off a successful finish in a tough fleet, at a place that neither of us had ever sailed before, in a boat (albeit new) that was foreign as well.

Day 1—Feelin’ Consistent ‘n’ Good ‘n’ Glad!

There were 43 boats participating in the event, with 28 in our Championship Division. At the end of the first day, after three races, Jerry and I were feeling pretty good about our position. We had managed to sail very consistently, with finishes of 3-3-3, and were only three points behind the leader (John Aras, with John Wake as crew, who had finishes of 1-4-1) and five points ahead of our Flying Scot builder, Harry Carpenter, with his daughter, Carrie, crewing. Saturday’s wind speeds ranged from 5 to 12 knots, and the pressure differentials across the course were marked at any given time (what I call “Hard Work

Conditions”... more on that later!). The shifts were very subtle, but real, and—more often than not—progressed toward the right side of the course...or so it seemed to us.

Day 2—Feelin’ Good ‘n’ Bad ‘n’ Ugly ‘n’ Glad Again!

Sunday was a little tougher for us, in much lighter, spookier stuff. After holding off, starting, stopping, setting the line, and re-setting the line, the race committee managed to pull off the fourth (and final) race in a nail-biter—launched in a medium, shifting-left-pressure, dying-right, still-more-to-the-left, now-dead-wrong-if-you’re-right, even-MORE-left-is-right, meanwhile-completely-dead-right breeze that ranged from 0 to 8 knots (the gusts). All spookiness aside...we managed to get to the weather mark in 2nd place (right behind Harry and ahead of Aras) and things looked very rosy, until I suddenly almost blew everything by jibing away into oblivion (more later, I promise).

THINGS THAT WORKED FOR US OVERALL - Clear-air starts

We managed to pull off good starts in all four races. (Actually, our very best start was called back because of a general recall. But everybody says that, right? But no, no, really!) The line length was fairly generous in all of the races—even for 28 boats—and this allowed me to be fairly aggressive about coming down the line on port with less than two minutes to go and picking out a nice open spot to flop back onto starboard with a minute or less on the clock to protect the hole to leeward. We chose to start in the middle of the line in all but one of the starts, and even in that start—which was heavily committee-boat favored—we

were at least one-fourth of the line length from the committee boat. In summary, we had *four* good reasons to stay away from the ends on Saturday: 1) ends are really scary when the line is that long because, if there is a shift, you are deep instantly; 2) we had decent “line sights” using markers on the shore in all of the races and wanted to take the sag out of the line; 3) folks tend to pile up at ends and there are more gaps in the middle, generally, in a long line that is fairly square; 4) see reason 1!

“Hard Work Conditions”

“Hard Work Conditions” (HWC) are my favorite kind of conditions, especially in foreign waters, because they tend to eliminate the “local knowledge” factor. Many folks may think HWC are the kind where you’re hiking for all you’re worth and the wind is howling. Not so in my book. To me, HWC are when the wind is down, up, over, down, up, and sideways...and the water is flat, chop, flat, SUPER-CHOP (i.e., when NJ’s finest “cigarette boats” roar by), and flat again! These are the kinds of conditions that require constant adjustments of sails (yes, I was using *Hogwarts’* sails, brought all the way from Madison, per charter rules) and crew weight in order to change gears and keep the boat moving and the helm neutral. Anybody who crews with me is familiar with my “Hard Work Conditions” chant while sailing in this stuff. (This mantra almost drove my son Evan over the edge at the Ephraim Regatta this year.) Although it may be annoying, there is method to the madness. Saying these three words makes it clear to all on board that we’d better keep the sleeves rolled up and stay busy, because with hard work comes the possibility of big gains

(and, conversely, big losses for those who slack!). Ergo, suffice it to say that Jerry and I were constantly moving our weight up and down and the sails were breathing in and out to keep the boat at a constant state of heel and maximum speed with minimal rudder. The sails were never cleated for more than a few seconds, as we would trim a bit when pressure went up and ease a touch in the light spots, while putting the bow down ever so slightly to gain speed when sailing upwind (and everything above reversed downwind!).

“Tune” the boat!

One of the only disadvantages to sailing a nearly brand-new boat (other than terror that it will be “owned” after a collision) is...well...it is still a *foreign* boat. And (unfortunately for us) we arrived so late in the morning on Saturday that, in the rush to register and rig, we weren’t able to double-check the rake (as Harry had suggested, because new stays can stretch a smidge). Jerry and I found ourselves the last boat going into the water and scrambling to get out to the racecourse, with the rest of the fleet ahead of us. When we finally got off the line in the first race, we immediately noticed an inability to point as high as expected once we got the boat up to speed...and for me there was a nagging weather-helm sensation. Fortunately, we were able to sail a strong race employing HWC rules of thumb, watching the compass and working our way up the middle, hitting most of the shifts. So despite the unbalanced feel to the helm and the lack of pointing, we were still able to finish very respectably in third.

As soon as the race was over, I crawled under the bow and cinched up the turnbuckle as far as it would go before bottoming out. I’m not sure how much that was (never DID have a chance to measure the rake), but it was probably close to two inches forward from where we had started. As soon as I got the helm in my hand, I could feel the familiar neutral helm that I’m accustomed to, and the boat came to life and felt much more like good ol’ *Hogwarts* back home. (Note: although the score sheet may not reflect any improvement, we found it much easier to dig ourselves out of compromising positions on

the course, and there was much less stress maintaining an edge—and more space between us and the majority of the fleet—for the rest of the regatta after this rake adjustment.)

Avoid boats!

I always try to stay away from boats. And if I’m next to them (especially going downwind), I try to *trend* away so that we can all “live” together and in this way we can hopefully BOTH get away from the pack, whenever possible. And when I’m sailing a borrowed NEW boat? This philosophy is magnified tenfold! In general, I won’t hesitate to urge port-tackers across my starboard bow and dip their transom if it allows steering happily in the same direction toward the next shift (hopefully) or more pressure (better still!). It might happen a few times in a given regatta, but on Saturday at ACCs it happened three times IN ONE BEAT!

An even more extreme example of my desire to stay away from confrontations at ACCs was when I found the bow slightly overlapped with a very aggressive sailor as we were entering the three-boat-length circle at the leeward mark with very little speed due to a poor angle. To Jerry’s surprise, I suddenly slowed the boat (with sharp rudder movement) and then did two rapid jibes—so as not to worry about getting fouled up with the guy and to let him go so we could round cleanly and with good speed (due to better angle)...and without incident. This is an extreme example of avoiding boats, but when you’re sailing with a borrowed, NEW boat, it is an easy decision to make!

Watch that compass!

The compass matters, especially on longer courses when the wind shifts are soft and subtle (unlike the short-course shifts on lakes that are more pronounced and obvious). That was the case on Saturday... and Jerry and I were in constant communication about what the compass was telling us. There were many times I would feel headed or lifted and would ask Jerry to repeat the latest compass reading—even though I had just snuck a peek and read it aloud—to doubly remind both of us that we should stick to the fundamentals. We were

especially conscious of the final shift on any given leg, so that we would have a good guess of which way to go on the next leg.

Stay away from corners in HWC!

On Saturday we did just that—playing the shifts in the middle of the course, never getting to laylines early, changing gears in the HWC, and keeping the boat headed toward more pressure whenever we spotted it on the water (polarized glasses help!). But Sunday was different....

Sunday

On Sunday we tossed caution to the wind, so to speak (as far as staying away from corners), because Jerry and I correctly assessed that “pressure would be king,” and we had to get to the busy corner of the course to stay alive. That said, after another solid start, it was clear to both of us there was more pressure on the left (Did I mention polarized glasses? Get them and you’ll see what I mean!), so we banged the left side hard. When we came out of the left corner, we were in the lead pack of three boats and seemingly golden, because the boat we wanted to beat (Aras) was behind us, and the boat we needed to stay near but could spare some points (Harry) was half a boat-length in front of us. Everything was peaches and cream until—for some reason—I suddenly decided to jibe away from the obvious “pressure-is-king” left...and into oblivion on the lighter side. Explanation? Not really. Ever want to get away? Well, I did, but I couldn’t—not with the chute plastered to the forestay. So Jerry and I did the only thing we could do—sit, and try not to move, and keep heading up to get whatever apparent wind there was to fill the chute, and ooze our way forward while the pack ground us down (bringing new pressure from behind) and completely covered us up at the bottom mark. We had only one leg left in the race and the regatta. Fortunately we got back to our game plan (after a brief—and silly—tack toward a teaser breeze on the right) and had the presence of mind to put the bow down slightly and foot our way full speed to the far left, where the pressure continued to grow...and grow...and helped us climb back to a comfortable 6th place in the race and 2nd overall! 🏆

Sailing — Research & Experience

Kimberly Horn (10-years-old) and her granddad, Dave August, FS 2066

Two times in the past three years my family and I have taken our Flying Scot from Lake Arthur in Pennsylvania to Keuka Lake in New York for a sailing vacation.

This year I promised my ten-year-old granddaughter I would take her sailing on our vacation to Keuka Lake. It just happened that she was given a school assignment to write about something she was interested in and share it with her class as a presentation.

I gave her my copy of *Start Sailing Right!*, the manual used by the Moraine Sailing Club to teach their learn-to-sail classes. What follows is her report and presentation to her class, plus a follow-up story comparing her research and her experience sailing a Flying Scot.

Sailing by Kimberly Horn

I chose to do this report on sailing because this summer I am going to the Finger Lakes in New York and my granddad is teaching me how to sail. I will tell you how to stay safe, the parts of a boat, and how the parts are used. My granddad's sailboat is a Flying Scot. It is a great boat for sailing in lakes but definitely not big enough to sail in the ocean.

You should stay safe while sailing. Never sail alone; always use the buddy system. You should also wear a life jacket. It is also important to wear sunglasses to protect your eyes from the sun's harmful rays.

Even though a sailboat looks pretty simple, there are a lot of parts. The mast is a wooden or metal pole used to support a sail. The spar is a wooden or metal pole used to support a sail, such as a mast or boom. The jib halyard is the line used to raise and lower the jib. A jib is the smaller triangular sail in front of the mast. The mainsail is the sail which is attached to the mast and boom. The main halyard is the line used to raise and lower the mainsail.



The mainsheet is the rope which pulls in or lets out a sail. The forestay is a support wire connecting the mast to the bow. The centerline is an imaginary line that runs down the center of the boat from the bow to the stern. The boom is a spar used to pull out or anchor the bottom of a sail. A tiller is the stick or tube that is attached to the top of a rudder; it is used to turn the boat. A rudder is an appendage in the water which is used to steer or scull the boat. The stern is the back end of a boat.

There are different places that you can sail. You can sail on a lake or a large pond. You can sail along the intracoastal waterway. You can also sail in the ocean. The size of your boat determines where you can sail best.

Since there is no motor or steering wheel on a sailboat, you have to learn how to steer with the tiller. You can also steer by leaning with your partner or using your jib. This takes a lot of practice and, of course, knowing how to use the wind.

There are several terms that you need



to know when you sail. Tack means to turn the bow of a sailboat through the wind or "no go" zone so that the sails fill on the opposite side. Jibe means when you switch a tack to another. Hike means when you lean to balance your boat. Heel is when a boat tips to the side far enough to touch the water.

It is also important to know the four directions on a boat. Port is the left side of

Continued Next Page

Third Gear When Towing? I Didn't Pay Attention.

Dave "Sailordave" Batchelor, FS 5164, *Batchelor Party Too*

Well everyone else probably already knows about this, but—in the hope of saving someone else big bucks—I'm confessing my lack of attention to something I already knew.

I've been sailing and towing a Flying Scot since 1975, and I've just replaced my second automatic transmission. No, it wasn't the same car. I've always driven a van, and my latest is a Honda Odyssey with a rated towing capacity of at least 2000 pounds.

A couple of weekends ago I was attending a regatta at Smith Mountain Lake in the foothills of Virginia. The transmission would occasionally downshift into third gear on the hills as I drove along in cruise control. I was talking and just letting the transmission do its thing. I was within 20 miles of the club when the van refused the hill ahead.

I was fortunate that a local contractor stopped and towed the boat to a store

at the top of the hill. Fleet member Scott Cesar was behind me on the road and picked up some transmission fluid, since mine was a little low. After the van cooled down and was given a quart of the good stuff, I was able to make it up the hill. However, the van would not go any further.

AAA was called to take my van to the Honda dealer in the nearest town, and we began the process of getting all our stuff out of the van and into my boat, into Scott's truck, and ultimately into Carolina District Governor Jack Griffin's truck. [I've got to travel lighter in the future.] Jack had to wait 45 minutes for AAA to arrive before he towed my boat to the lake. These are all great friends.

I talked with the service technician who examined my van, and he immediately asked how heavy my boat was. With a Trailex aluminum trailer, I estimated 1100 to 1200 pounds. As a 15-year veteran as a technician, he said that we

should be shifting into third gear with loads of 500 pounds and above. The tech explained that even a little slippage over time will cause the surfaces to overheat, which reduces the capacity even more—and the vicious cycle continues. There's nothing about this in the towing section of the manual, and it is only recommended in another section as a general statement about driving in hilly country. Even then, the manual only recommends downshifting after the transmission starts automatically doing so.

My advice is to talk to a service tech you trust about your vehicle, particularly if you are not living in the flat part of the country or driving a heavy-duty vehicle. Never trust what the salesperson says. When buying a new vehicle, consider adding a transmission-oil cooler. It will be on my next vehicle for sure and, yes, I will be downshifting and probably not using cruise control when I get into hilly country. ▲

Continued From Page 10 OHIO DISTRICT

the boat when looking forward. Starboard is the right side of the boat when looking forward. Aft is toward or at the back end of the boat or a direction behind the stern of a boat. Fore is toward, near, or at the bow.

After hearing my report, I hope you are as excited and want to go sailing as much as I do this summer. Sailing can be exciting yet dangerous. I hope you learn the safety rules and learn the parts so you can be a smart and safe sailor.

Here are Kimberly's thoughts after sailing for a week on Keuka Lake in New York.

—Sailing the lake was harder than I thought. I never thought we would have to change the sails so often.

—When I looked inside the boat I got nauseous, but when I looked at the horizon

I felt a lot better.

—I learned that you should pick a spot at the horizon and steer the boat in that direction.

—When we sailed the lake a huge swarm of bees came flying around our mast. Their buzzing was so loud I thought a motorboat was coming, but when I looked around there were no motorboats in sight. I asked my granddad what that noise was and he said that it was a swarm of bees. He also said that if they get too close we will have to jump overboard, but we didn't have to.

—My granddad let me steer the boat for seven miles when we went on the downwind leg. He controlled the sails and told me what to do.

—It was a lot harder than I thought it would be, because we had to change the sails all the time and zigzag across the lake. We had to sail from the boat ramp to our dock all the way down the lake.

—The lake was so big we had trouble finding our dock the first time. We had to use the cell phone and call my nana and ask her to come down to the dock, to help us find it. We sailed a couple more times when the wind was stronger and the boat went very fast. My granddad made sure we were safe and under control.

—I am looking forward to sailing again, but I have a lot more to learn before I can go sailing by myself. I want to enter the learn-to-sail class next summer. ▲

NEW ENGLAND DISTRICT CHAMPIONSHIPS 2010

Chuck Winans

This year's New England District Championships were hosted by Stone Horse Yacht Club on Cape Cod (Harwich Port, Massachusetts) on August 14th. The weather was spectacular, and the race committee did an excellent job of finishing five races in the one-day event, despite shifting easterly winds staying just under 15 knots. A Challenger division was offered for those not wishing to face up to the top-caliber Championship fleet, though all boats started together from the same line.

Eighteen boats participated, of which

12 represented the home fleet. While the number of visiting boats was smaller than usual, we had representation from almost all of the other District clubs, including our new District Governor, Eric Wojtaszek from Quannapowitt Yacht Club.

Three of the top five positions were from the visiting clubs, with John Clark from Duxbury taking top honors (with Ryan Malmgren from Mad Sails as John's expert crew). It is worth mentioning that this was the sixth time in 25 years that John Clark won the District Championship. Second place was Chris Danilek (with wife, Linda, and son Roger

as crew), in a close attempt to repeat his win in the 2006 Districts, also at Harwich Port. Third place came from the home fleets: John Selldorff as skipper with Jeff Morgan as crew, each being past season champions in Fleet 57. Fourth place was Roger Sharp from Lake Massapoag and fifth place was Peter McAvoy from Stone Horse Yacht Club.

The Challenger division was won by Doug Karlson, followed by Rick Kimball in second place and Lonnie Murray in third--all from Stone Horse.

Immediately following the races, there was a cookout on the yacht club lawn overlooking Nantucket Sound. ▲

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Saratoga (NY) – 1, 2
Ohio Districts (OH) – 1
Deep Creek Women's (MD) – 1
Crystal Ball (MI) – 1
Florida District Championship (FL) – 1
Whale of a Sail (IL) – 1, 2
Sail for the Grail (PA) – 1, 2
Massapoag Invitational (MA) – 1, 2, 3
Ephraim Regatta (WI) – 1, 2, 3
Egyptian Cup -- 1, 2, 3
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THE AVALON CUP

Bruce Nicholson, FS 3713

Avalon is the paradise in the Western Sea where King Arthur went upon his death. Avalon is located on a barrier island off the New Jersey Cape (which island it shares with Stone Harbor, home of Flying Scot Fleet 192), and you, too, can be in paradise when you come to the Greater New York District Championship Regatta at Stone Harbor on October 1-2, 2011.

The Avalon Cup is awarded annually to the winner of a point-to-point ocean race sponsored by the Avalon Yacht Club (AYC). The race starts in the ocean off Avalon, sails down the Jersey Cape, and finishes at Cape May, New Jersey. In 2009, AYC invited Flying Scots to participate in the Avalon Cup regatta, using a closed course in the ocean off Avalon's beach. We were to be the entertainment for all those fortunate enough to be on the beach in paradise on a Saturday in August. However, in 2009 a small hurricane had come up the coast. Despite Saturday being a beautiful day, the ocean was too rough for any boats and the races were cancelled. The Scots raced in the back bay behind Avalon.

Fast forward to 2010. I sit here--as Hurricane Earl passes by out to sea--with a story to be told about the 2010 Avalon Cup. I am inspired by some good pictures sent to me by a local press photographer and the fact that one of those pictures graced the cover of a local free weekly newspaper last week.

Normally, I am crew for my wife in her Flying Scot (3713) on weekends and skipper of my Lightning on Wednesday nights at Riverton on the Delaware River. When she decided to stay out of the ocean, and my long-standing Lightning crew was available, I got to sail Linda's Scot in the 2010 Avalon Cup with Gene as my crew. Gene, being the good crew that he is, had gotten my boat to the

Avalon Yacht Club, so all I had to do was drive down from Philadelphia Saturday morning to meet him in paradise.

All week the wind had been a strong easterly, leading to large waves and rough seas on the ocean and a Small Craft Advisory being posted. A repeat of last year? As I drove down, I fiddled with my marine radio, checking the batteries, and caught the NOAA forecast: winds easterly at 15 knots, diminishing to 10 knots by late afternoon; seas running at 6 feet at 8-second intervals with a strong current from the North. Small Craft Advisories were to be lowered by midday. So, not a bad forecast, but would they take us out or sail us in the back bay? I hadn't raced in the ocean for at least 35 years, so I really did not know what to expect. Arriving at the club, I found ten Flying Scots, six from Stone Harbor and four from the Lake Nockamixon fleet, all asking the same question: can we get through the inlet out to the ocean?

THE TOW OUT

The plan was that the Scots would be towed out through the drawbridge between Avalon and Sea Isle City, through Townsend Inlet and out to the ocean, two Scots on each tow. Given that the wind was blowing into the inlet and waves were crashing on the seawall, throwing walls of water over it, it seemed a dicey proposition. But then one of the towboat skippers came by and said it was rough but doable, so we hitched up and left the dock. I was first in line, with Phil Sheetz of Nockamixon behind me. As we waited on the leeward side of the drawbridge, it was choppy but not bad. But then we were towed through the bridge into the teeth of the wind and...well...let's say things changed.

I know the inlet. On the way out, you hug the Avalon beach past the rock seawall

that keeps the north end of Avalon from washing away. Off to port are the sand bars where the waves dissipate their energy. Not today. I knew something was different as we climbed the first wave. Why is it breaking at the top? As we crested it, the towline pulled us forward so we went, not down the back side of the wave but straight out into the air, and then we dropped back into the water, feeling like we dropped off a hoist. Then the towline jerked tight again, and off we went up the next wave. Now I know what "shiver me timbers" means.

After doing this a few times, I realized that I was holding on for dear life to the mainsheet block on the top of the centerboard trunk with one hand and the edge of the deck with the other, staring at the next wave. I never had the privilege of looking around to see Phil hovering above us as he came over the crest of a wave while we sat in the trough. I do remember thinking that, if we turned south to follow the inlet, we would be broadside to the waves, all of which appeared to me to be starting to break at the top. After what seemed like an hour but was probably only 15 minutes, things calmed down (if 6-foot swells at 8-second intervals can be called calm). Nine of the ten Scots made it through. One towboat did not have the power to pull two Scots through the waves, so one of his dropped off and sailed the rest of the way out, while boat 10 decided to go back.

So we hoisted our sails, cast off Phil, and waited to be cast off, but the towboat had problems releasing us and we ended up turned downwind parallel to the towboat and got pulled into it--a huge hit and loud crack. No damage at all to us, but I heard later that the towboat had expensive repairs. Good thing Scots are so well built.

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Making Waves!

2010 FSSA North American Championship

Women's – 1st, 2nd *, 3rd, 6th

Junior's – 1st, 8th

Qualifier – 1st, 2nd *, 3rd, 4th, 10th

Championship – 2nd, 6th *, 8th, 9th

Challenger – 2nd *

* Partial inventory

2010 Pass Christian
Lipton Team

Photo: Richard Heausler

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THE RACES

We were scheduled to sail five races, windward/leeward, two legs per race. As we sailed around preparing for the first race, I realized Gene's head was over the side. Guess who was seasick? I asked if he wanted to head in, but Gene, always the sport, said no. I don't think I helped him any when, after the second race, I asked him to pass me a turkey sandwich and proceeded to eat it in front of him, but, hey, breakfast at 6 A.M. was a long time ago. Gene is known for the gourmet lunches he provides to his Flying Scot skipper, and his turkey sandwiches are excellent. Besides, he wasn't too sick. He was able to keep his head in the boat during the races, even if not between races.

After all the above, you might be questioning our sanity, but the racing was great—the best of the season. Going around the weather mark in the first race, we surfed down the face of a wave. Gene then hung the spinnaker pole, but as soon as he released his hand, it fell to the deck, with the topping lift coming with it. We clearly had shivered our timbers one too many times on the way out, and the shackle on the mast had let go. However, at least as long as the wind held, we were able to reach back and forth and surf down the faces of waves and did not lose too

much to the other boats. We had great speed upwind, and with my [apparently exclusive] knowledge of the fact that the current was not the normal tidal flow, we were able to lead three races around the weather mark, and hold on to win one of them—with Gene suffering the whole time.

The wind lightened but the chop did not, which made it very hard, especially downwind. We watched the spinnakers fill as boats sailed up the back of a wave, then empty as the boats accelerated and surfed down the face. For us, it felt that we were always waiting for a wave to lift us and never had the oomph to accelerate down the face. Very frustrating, but because the races were short we were able to mostly hold our place, even if we did give up a lot of ground.

After the fifth race, we were able to sail back through the inlet. It was still rough, but with the wind on our starboard beam, it was a fun sail (for me, not for Gene). As we got near the bridge, we rounded up and dropped sails to pick up a tow. We rolled the main and, as we did so, we turned broadside to the swells, leading to Gene's last heave of the day—into the mainsail. We had another interesting tow, downwind as we surfed down the face of swells, sometimes trying to pass the towboat. Back at the club, Gene promptly

excused himself. When I saw him the next Wednesday, he concurred that they were, in fact, good turkey sandwiches, as he had eaten his on Sunday. After the Stone Harbor folk towed us back to our club, I quickly put my boat away and made it back to Philadelphia in time for a late dinner with Linda.

On a serious note, while we all had a great time once we got to the racecourse, the tow out was beyond scary, especially for a 60-year-old like me who is probably paying his orthopedic surgeon's kid's tuition. I don't want to say we should not have gone out, because we would have missed the best sailing of the year, but if I had known what the inlet was going to be like, I would not have left the dock. I leave it to one of you readers to write an article on towing Scots in tough conditions.

By the way, the next Saturday as I hoisted our mainsail, Linda asked me how in the world a sea gull had been able to poop on the middle of it. Ask Gene.

We want to invite all of you to join us at the Greater New York Districts next October 1-2, not to sail in the ocean but to sail in our Great Sound and enjoy the Jersey Cape after all the shoobies have left. So, in closing—as Gene is wont to say—see you next October for “just another day in paradise.” 🍷

MIDWEST DISTRICT

Glow II Regatta

Deb Aronson, FS 5897

Flying Scot Fleet 135 (Clinton Lake Sailing Association, Clinton Lake, Illinois) hosted its fourth annual Glow II Regatta on September 24 to 26. The weather cooperated nicely, and we ran three races Saturday in moderate winds and two on Sunday in gusty winds of about 12 to 15.

The five races were won by four different boats, an indication of the highly competitive sailing happening on the lake. With six out-of-town boats, we had participants from as far away as Medicine Lake, Minnesota (Larry Klick, who is a Glow faithful, sailing Ketchup) and Deep Creek, Maryland. Flying Scot builder, Harry Carpenter, came both to participate in the regatta and to deliver a new

boat to Clinton Lake. Harry's daughter, Carrie, crewed for Harry. Carrie also brought her “mascot,” Alfie, who made friends with the marina dog, Friday, and several young children. The new boat, named Alveolus, was purchased by our newest Flying Scot sailor, John Mann. Welcome, John!

On Saturday our first start was mediocre and we were unsettled about what to do. Consequently we sailed the middle of the course, trying to stay in phase. The course was windward-leeward once around in light wind. We rounded the first mark about fifth and stayed there.

Next race there may have been a bit more wind, or at least we had more wind! On

one of the downwind legs (I've lost track of which one), we stayed to the left of the leaders and found a private puff that drove us by the other boats like they were standing still. I felt like waving as if I were on a parade float! We went from third or fourth place to well ahead. Somehow we managed to hold off Harry Carpenter and Frank Gerry, though they almost caught us at the finish.

In the third race, we were third to the windward mark. The most exciting thing we saw up there was our fleet comrade, John Heizer (who bought his Flying Scot, Blown Away, less than a year ago), rounding the mark in second, hot on Harry's tail. Go, John! We rounded the

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Don't Assume You Won't Capsize After 31 Years

Dave "Sailordave" Batchelor, FS 5164

My son-in-law has recently shown an interest in sailing and racing, so I have taken him to a couple of regattas. The first time he learned to crew without the spinnaker and did well. I tried the spinnaker with him steering and realized I can give instructions from the back of the boat much better than I can crew it at my age.

Our second regatta was at the coast, and I decided to coach him on the spinnaker from the back on our way out to the racecourse. My thought that "I'm a better coach than crew" turned out to be correct. The second day saw winds of 10 to 12 knots, gusting to 15. On the spinnaker run he asked if I had ever capsized and I said, "Yes; two times in 1979." I started sailing the Scot in 1975. The basic capsize lesson of getting over the side and onto the board

was discussed as we finished the run.

My mainsheet is led through a strap on the boom rather than a boom whoopee, and I had just installed a new one. Apparently I had stripped the threads; during a tack in a gust, the strap came loose. The mainsheet caught the bottom of my life jacket in back and hurled me toward the leeward side rather briskly. I knew we were in trouble when my fingers

Continued On Next Page

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STARTING LINE

Calendar Of Monthly Events

Florida District Championship #3
The Rudder Club
Jacksonville, FL
December 4 and 5, 2010
 Info: www.fssa.com/fldist/schedule.htm

Florida District Championship #4
Charlotte Harbor Yacht Club
Port Charlotte, FL
January 22 and 23, 2011
 Info: www.fssa.com/ht/race/race-cal-jan.htm

Charlotte Harbor Regatta
Charlotte Harbor, FL
February 3-6, 2011
 Info: Brian Gleason
 941-206-1133 or visit www.charlotteharborregatta.com

Florida District Championship #5
The Lake Eustis Sailing Club
Eustis, FL
February 19 and 20, 2011
www.fssa.com/fldist/schedule.htm

Florida District Championship #6/
MidWinter Warm Up
Davis Island Yacht Club
Tampa, FL
March 5 and 6, 2011
www.fssa.com/fldist/schedule.htm

2010 Mid-Winter Championship
Sarasota Sailing Squadron
Sarasota, FL
March 7 - 11, 2011
<http://web.me.com/limerun/Site/Welcome.html>

North American Championship
Cedar Point Yacht Club
Westport, CT
July 9-15, 2011
 Hosted by Fleet 142-Sprite Island Yacht Club and Fleet 177-Cedar Point Yacht Club.
 Info: Melanie Dunham,
fs2601@aol.com
www.fssa.com/nac/index.HTML

started getting wet as I braced against the leeward deck. "Get on the board," I yelled out, and turned to see him already on his way.

With the boat stabilized on its side, I took the time to uncleat the main and jib and pull some slack in them to prevent capsizing again when the boat was righted. My son-in-law threw me the end of a jib sheet, and I had him tie a knot at the block so I wasn't pulling against the jib. With my toes on the gunwale lip and him on the centerboard, we held the boat with the mast at water level waiting for a mark/crash boat. He could have righted the boat, but with his limited experience I elected not to do so.

When the inflatable came along, I moved my feet up to the waterline and pulled hard enough to get the mast clear of the water. The inflatable grabbed the mast, rotated the boat so that the bow was into the wind, and started lifting. My son-in-law climbed into the boat to stabilize it and moved aft to help me up the swim ladder. With only 4 to 5 inches of water in the boat (from the through-deck spinnaker fitting), we could have sailed back in, but it was the last race of the day and almost a two-mile beat back to the club. We lowered the sails, raised the centerboard about two-thirds of the way, and took the tow.

A little instruction and a fast learner helped save the day. Don't assume you won't capsize, and be sure you and the crew know what to do. Happy sailing. ▲

final leeward mark in third place. The wind continued to clock left and the leaders headed to the left to dig into the shift. We realized we were far enough left to lay the finish from where we were, if the wind held. We sailed as high and as fast as we could go, hoping against hope to maybe catch Frank and Marianne. For some reason, we had excellent boat speed and were pointing really well. We managed to catch not only Frank but also Harry, crossing barely a boat length ahead of him.

That evening, before our traditional grilled steaks with sides, Harry and Carrie answered

questions and shared their racing knowledge with the assembled skippers and crews. It was a lively, very informative session that everyone appreciated. Around dinnertime it began to drizzle, but that did not dampen our spirits as we sat snug in the pavilion.

Sunday dawned cold and misty, but the wind was stronger than Saturday. I spent so much time hiking on Sunday that I barely remember any of the races, except for the time we almost capsized when I was taking the spinnaker down! That was pretty unforgettable. Ben managed to steer the boat back under the sails, and we breathed a

sigh of relief. That puff, or its buddy, did knock one boat over. Long story short, we finished third in both races. My legs and hands are still sore!

The trophies this year were hand-made cedar wheel chocks, varnished and engraved with "Glow 2010." They were very popular, and many participants said they were too pretty to use! Crew trophies were crank handles decorated with black flame decals—a real collector's item!

Next year the Glow is also the Midwest Districts, so mark the regatta on your calendars. Hope to see you there! ▲



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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.

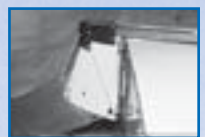


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Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.



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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.

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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.



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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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42 - Douglass blt in 1958. Hull #42 needs a good home. Hull is sound, Boat has been partially restored, but still needs work (call for details) I have all the parts needed to finish, incl. a new mast and new sails (North 95/96) No trailer. **Best Reasonable Offer** Located in Jarrettsville, MD. Contact: Charles Wilson, 410-937-4347 C 410-692-6231 (H), myoceman@verizon.net

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

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

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

1897 - Douglass blt 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

2102 - Douglass built in 1972. Blue hull with white deck. **\$2500** Located in South Salem, NY. Contact: Don Carone, 914-763-9037, dpcarone@gmail.com

2407 - Douglass blt in 1973. Yellow hull w/ 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

2896 - Douglas blt in 1976. Excellent condition. White deck light blue hull. Two sets of sails, spinnaker, Sailor's

Tailor cockpit cover. Motor mount and anchor. Sterling trailer. Sailed for twenty years on Lake Champlain. Winter storage in boathouse. Will deliver w/in 100 mile radius. **\$4500** Located near Essex, NY. Contact: Julius Surkis, 831-458-1542, jsurkis@sbcglobal.net

3156 - Customflex blt in 1978. Blue hull w/ white deck and cockpit. Excellent condition. Dry sailed. Jib, two mains, one w/ reef points, spinnaker and motor mount. Sailor's Tailor mooring cover. Two years old. Pamco trailer w/ good spare. **\$3000**. Located in Sturgeon Bay, WI. Contact: Richard Radell, 262-782-4797, rradell@yahoo.com

4170 - Douglass blt in 1985. Always dry sailed, no bottom paint; updated sails; 2 spinnakers; all in good condition. Trailer included. **\$3500** or BO. Located in Seaside Park, NJ. Contact: Will Seitter, 201-280-6144, wmseitter@verizon.net

4236 - Douglass blt in 1988. In excellent condition. Sailed on Squam Lake only. Stored Oct to June indoors on trailer. Green & blue spinnaker and rig; bow floatation; tiller extension; green main cover; 2007 Honda outboard, w/ mounting brackets. (seldom used) Paddle, anchor, boat hook, etc. White hull, green pin stripe. **\$5500** Located in Gladwyne, PA. Contact: Ray Scott, 610-645-8767, parryscott@comcast.net

4369 - Douglass blt 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, lviemann@verizon.net

4543 - Douglass blt 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 blt 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. **\$8900**. Located in Kansas City, MO. Contact: Ted Lischer, 816-803-3920, tedlischer@kc.rr.com

4892 - Flying Scot built in 1993. White hull, green waterline. Use: family fun, summers on upper Chesapeake Bay. Schurr main & jib sails. Many FS performance and safety accessories including foam bench cushions. Boat, gear and trailer in good + condition. **\$5500** Photos available upon request. Located in Earlville, MD. Contact: James Bryson, 215-280-9648, jimbryson1@aol.com

4939 - Flying Scot blt in 1993. Race rigged, all-white deck, hull and waterline. Two sets of Sails (North; one set only used 3 times) 2 Spinnakers (1 North, 1 new Ullman, Ullman used 3 times); full north cover (cover has a season left in it), trailer. **\$9000**. Located in Edgewater, MD. Contact: Ron Morgenstern, 703-930-5469, ronmorgenstern@mindspring.com

5244 - Flying Scot blt 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 Alum. trailer. **\$9500**. Located in Avalon, NJ. Contact: Stuart Friedman, 609-967-7575, sefmgmt@aol.com

5298 - Flying Scot blt in 2000. Excellent condition, always garage kept. Race rigged, white deck and hull; blue waterline, North Sails/Spinnaker; full cover for boat & rudder, TrailEx Alum. trailer, anchor. Seldom used by the previous owner and used it only a few times in

the past year. **\$13,500**. Located in Oklahoma City, OK. Contact: Craig Summers, 405-397-9991, gregg@cws-inc.net

5303 - Flying Scot blt in 2000. Barely used / kept on a lift and dry store for winter. Blue hull white deck. Includes 2 older sets of sails & cover. Purchased new in 2000 w/ a Long Trailer. One owner. Willing to move to Charlotte, NC for a fee. **\$9500** or reasonable offer. Located in Chautauqua, NY. Contact: Gregg Antemann, 704-408-1683, gregg@cws-inc.net

5393 - Flying Scot blt in 2001. Used 5 summers, includes 2 sails, cockpit cover, outboard motor bracket, hinged mast, original galvanized trailer. Great condition. **\$9500**. Located Smith Pt, Long Island, NY. Contact: Eugene Cannava, 631-281-0069 212-242-0864, dkd35@verizon.net

5455 - Flying Scot blt in 2002. Excellent, racing package, 2 sets of sails, one used 3 times. White hull, blue water line. Alum. 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

5612 - Flying Scot blt in 2005. Purchased new. Approx. 75 hours of use since new. Stored on boat lift & inside during winter months. Galvanized trailer. Like-new condition. **\$7000** Located in Bethany Beach, DE 4HP motor available at add'l cost. Contact: Fred Meckley, 570-847-9333, fmeckley@tds.net

5667 - Flying Scot blt in 2006. 50th Anniversary edition Scot, white hull w/ dark blue stripe and light blue deck. Lots of extras! **Make me an offer**. Located in Liberty Hill, SC. Contact: Albert Webster, 803-669-1531, albert.webstersr@live.com

5693 - Flying Scot blt in 2006. Std race package. White hull, blue trim. Alum. trailer w/ spare & lock, cockpit cover, rudder lift system, mainsail floatation, motor mount, swim ladder and grab rail. New North main and jib

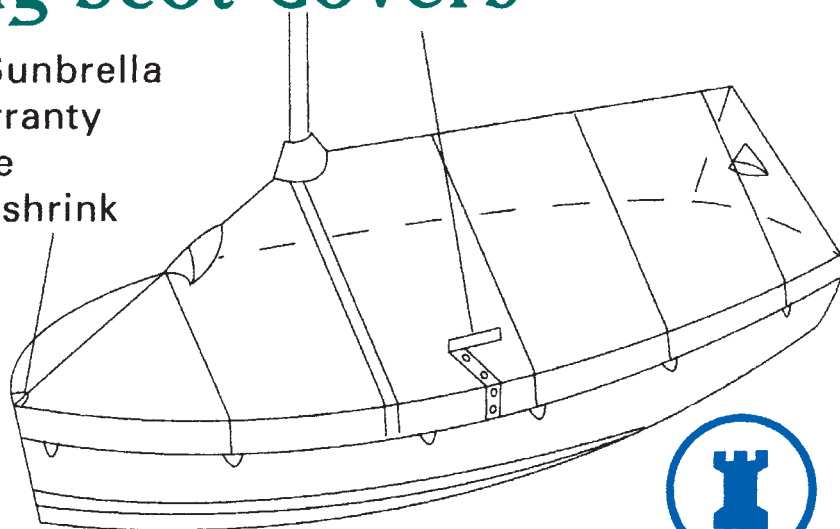
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5729 - Flying Scot blt in 2007. Hardly used pristine condition. White hull / deck. Radical racing package, 2 sets of North Sails (one almost new), 2 spinnakers, flotation, swim ladder, lightweight trailer, full boat covers. **\$16,000** Located in Mamaroneck, NY. Contact: Eliot Clauss, 917-517-0338, erc@rvblaw.com

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

5795 - Flying Scot blt in 2008. 50th

Anniversary model. Family package. White hull, gray deck, w/ black waterline and trim stripes. Varnished mahogany centerboard cap. Extras: Trailax alum. trailer w/nosewheel and spare, bottom paint, large blue cockpit cover, lifting bridle, centerboard swivel cleat, Ronstan tiller extension. Mostly dry sailed. Stored indoors off season. Beautiful boat lightly used. **\$15,100** Located Southern New Hampshire. Contact: Jack Murphy, 603-924-7482, jo@jocko.mv.com

5868 - Flying Scot blt in 2009. Like new. White deck/hull, dark blue waterline and trim stripes, varnished mahogany centerboard cap. Radical race package. Trailax alum. trailer, spare tire. North trailering and mast covers. Motor bracket, swim ladder, grab rail, mainsail flotation, TackTic compass. **\$16,500.** Located in Wisconsin. Contact: Craig Rawlins, 312-623-1514, craigrawlins1@comcast.net



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