

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 55 NUMBER 1 2011



NEW ENGLAND HIGHLIGHTS

Need new sails for your Flying Scot?

Head North.

- ✓ Fastest designs
- ✓ Top quality materials for ultimate durability
- ✓ Highest technology manufacturing your sails
- ✓ A team of one-design experts to assist you
- ✓ 1-year **FREE** Sail Care & Repair

1st North Americans
1st Midwinters

North is the best sail investment you can make.



One Design

To order the fastest Flying Scots sails, contact:

Allan Terhune (410) 280-3617
allan@od.northsails.com

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

onedesign.com
Order your sails online!

Flying Scot® Sailing Association

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

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney C. Waldrup, Executive Secretary

PRESIDENT

Charles Buffington*
490 Broadmoor Avenue
Pittsburgh, PA 15228
412-388-1666 • Buffingtoncw@gmail.com

FIRST VICE-PRESIDENT

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-847-8401 • dianekampf@charter.net

SECOND VICE-PRESIDENT

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-466-1161 • f.gerry@mchsi.com

SECRETARY/TREASURER

Bill Vogler
22 Wolfe Creek Court
Glen Carbon, IL 62034
618-288-4734 • vvogler@siue.edu

COMMODORE

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

IMMEDIATE PAST COMMODORE

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

FSSA MEASURER

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

EDITOR, SCOTS n' WATER

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

AMENDMENT COMMITTEE

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

WEBPAGE EDITOR

Eric Wojtaszek
24 Eaton Street
Wakefield, MA 01880
781-704-3820 • eric@maltshoppe.com

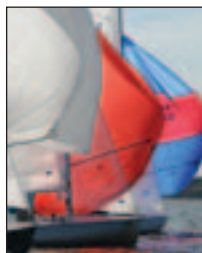
PARLIAMENTARIAN

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

DESIGNER (1904-1992)

Gordon K. Douglass

*Denotes Executive Committee Members



From the President.....4

Focus Factor5

2010 Atlantic Coast Championships
Are Now History.....6

Saratoga's Special People.....8

2010 NACs – A View from the Rear10

Update: The Flying Scot Foundation.....13

Capsize!.....16

In Every Issue

Caveat Emptor.....17

Starting Line19

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.

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

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

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

PROOFREADER: Marti Worthen - Fleet 48, LNYC.

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

ADVERTISING: Christina Hicks (800) 445-8629.

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



From the President

Charles Buffington, FS 5347



Winter provides an excellent opportunity to sow the seeds of a great spring and summer for your fleet. Here's a list of individual and group activities that are guaranteed to get your fleet going:

- Have a fleet pitch-in some dark evening in February.
- Decide to host an invitational regatta next summer.
- Challenge another fleet to have a four-weekend series of races—two at your lake and two at theirs.
- Plan to work on boats as a group so you can share parts and know-how.
- Put kittens in your cockpit while you work on your boat [to attract kids, whose parents will join them—and end up talking about boats].
- Find crew and sail the Midwinters.
- Buy new sails as a present to yourself.
- Work with a sail maker to get a fleet discount for new sails.
- Put a "We Sail Flying Scots" bumper sticker on your car.
- Encourage someone who attends most fleet functions to write a fleet newsletter.
- Take a friend from work sailing.
- Offer to help someone in your fleet improve his/her sailing skills.
- Pair experienced sailors with newbies in a mentor program.
- Offer to install grease fittings on all the trailers in the fleet.
- Encourage other sailors to travel to regattas.
- Always have an article in the club newsletter.
- Submit "how to" articles to *Scots n' Water*.
- Support the Flying Scot Foundation.
- Apply to the Foundation for a grant to

host an educational session next summer.

- Hang a half-model of a Flying Scot in the clubhouse.
- Man the phones as a fleet for the local fund-raiser.
- Give someone a new set of sail numbers.
- Keep perpetual trophies in your clubhouse during the summer.
- Help your local dealer stock proper clothing and gear, and buy from that dealer.
- Do race committee or patrol duty.
- Print a fleet t-shirt in some wild color and encourage fleet members to wear it.
- Help with registration or in the kitchen for a regatta.
- Send articles with sexy pictures to the local newspaper or get your fleet on TV.
- Do race committee duty for some other fleet.
- Bring a cooler of beer and soft drinks to the rigging area and give it all away.
- Set up a fleet boat at the local boat show; include puppies.
- Offer a kid a ride to the lake.
- Send holiday and birthday cards to fleet members.
- Keep an eye on beginners so that they have fun.
- Help beginners interpret the weather so they don't go out when it's too rough.
- Challenge another fleet to a contest—any contest, sailing or not.
- Set up a week-long fleet sailing trip in cruising yachts.
- Send a group photo to *Scots n' Water*.
- Maintain a For Sale list.
- Ask sailors of large boats how much their new boom vang cost.
- Clean and polish your boat in the middle of the parking lot.
- Take a disposable, waterproof camera

sailing and leave the developed photos—labeled "take one"—in the clubhouse.

- Video the fleet for a day.
- Get a Flying Scot tattoo.
- Create a fleet scrapbook and leave it in your clubhouse.
- Conduct a rules seminar.
- Loan out your boat when you do committee duty.
- Post the race results on a conspicuous bulletin board.
- Give out a lot of trophies...recognition is what gets people back on the water.
- Sail backwards.
- If you usually win, start late and coach the others as you pass them.
- Create a fleet Web page.
- Invite sailors from other clubs to visit your club.
- Welcome new people when they suddenly appear at your club.
- Remember the new guy's name and use it.
- Give somebody a new line for his Flying Scot.
- Make sailors pay fleet dues to create vested interest, and give them value for their dollar.
- Get everybody to join FSSA.
- Set up a fleet social sail to a local destination.
- Set up an e-mail list and remind everybody to come out every week.
- Show off on windy days.
- Invite others to join you whenever you go sailing.
- Express personal disappointment every time a sailor misses an event.
- Buy your dad/son a new Flying Scot part for his birthday.
- Tell everybody how much fun it is to sail a Flying Scot. 🚤

Focus Factor

Eric Wojtakszek, FS 4224

I have been sailing now for about twenty years. I am not exactly sure why I have stuck with it, because I am interested in everything. I am a jack-of-all-trades but a master of nothing. I sample every hobby that I come across. I have attempted to play several instruments, like the guitar and drums. I even took a welding class a few years ago. There are many other things that I would like to see and do in my lifetime, if I get the chance. Most of them will be cast aside once I grasp the basic concepts and get bored. But every spring I drive up to the boat yard eagerly anticipating the start of the sailing season.

I started sailing in Lasers and Sunfish when I was in middle school. I would go down to the club and take a beating every Sunday from the more experienced guys. The thing about it was that I always knew that I was the issue, because all the boats were basically the same.

After college I sailed with my wife in the O'Day Day Sailer. We "won" a few trophies in the boat. (I quoted the word "won," because I personally can't call something a "win" when nobody else

shows up to an event.) That is not to say that we did not have a wonderful experience, but after joining the Scot fleet it was a shock to learn that we were not as good as we'd thought. In the end, though, it is better to earn a hard "D" over an easy "A."

Now I have had to settle for being a middle-of-the-pack sailor in the Scot fleet...well, in all honesty, top-of-the-bottom-half sailor. I have never made it into the championship fleet at the NACs as a skipper or crew. It seems that we get so close, but then "something" happens and our hopes die. That "something" we usually attempt to blame on bad luck. We all know that it comes down to other issues, but bad luck is a satisfying way to lie to myself.

When I skipper the boat, my mind wanders so I start thinking and talking about completely random things. People who have crewed for me know that I constantly chatter about things unrelated to the task at hand. I recently realized that my thoughts drift off while playing Tetris. At the beginning, everything is great. I look ahead to see what pieces are falling, and everything clicks together beautifully.

Then suddenly I lose without realizing that somewhere along the way I started thinking about some recent events, like the salacious office romance (the one where the two involved think that nobody knows but everyone does), the economy (should I buy gold?), and even Elizabeth Edwards dying and her husband's love child (I don't generally think about the Edwards family, but she died recently, so John Edwards and his love child are back in the news.)

So this spring my new strategy will include having a great start, finding clean air, staying out of trouble, and consuming "Focus Factor" in large quantities. I will consider practicing, but instead I will probably be attempting to put some other idea into motion.

The effectiveness of my strategy will play out at the 2011 Midwinters with my dad, Ed Wojtakszek. We plan to arrive on Saturday. On Sunday we should practice, but I think that I have convinced him to drive two hours south to Naples to watch "swamp buggy" racing. We will get enough practice during the starting sequence. ▲



THE FSSA CLASS FLAG

The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/ Blue for start #2, i.e. Championship Division and Challenger Division.

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

To order please call FSSA at (800) 445-8629

2010 Atlantic Coast Championships Are Now History

Ron Kiss, Fleet 188

Photos courtesy of Art Petrosenoio.



Lavallette Yacht Club provided the venue for the 2010 ACCs on September 11-12, 2010. Located on Barnegat Bay—generally noted for strong sea

breezes in the afternoon—we had light wind to no wind! Hopefully all 43 boats still had a great experience. Although five races were scheduled for the regatta, four were completed. Admittedly the single

race on Sunday was a trying drifter, but it was completed within the time limit.

Flying Scot Fleet 188 worked hard in the year leading up to the regatta to provide a rewarding experience for all. This was no mean task since we have only seven boats, but other sailors at LYC lent their support, especially with race management. Bill Scheyer, club Fleet Captain and a US SAILING Certified Race Officer, took on the task and assembled a team of about twenty members to prepare the Notice of Race and the Sailing Instructions and to conduct the on-the-water race management. As the overall regatta chair, I had the lead in catering, awards, and door prizes, but with lots of able help! My wife, June, was a gem in assuring that we provided two lunches and a pleasant dinner on Saturday night, while Kevin Kuhn, House Chairperson, helped as well to provide the fixings for continental breakfasts each day.

Flying Scot Fleet Captain Jim Loughman, with an assist by Bill Scott, helped provide some great door prizes. These, coupled with some items left over from an LYC “Night at the Races,” allowed everyone to “win” something in the drawing after dinner on Saturday (and some won multiple prizes!). Thanks are also due to our builder, Harry Carpenter, and to North Sails, Colie Sails, and Ullman Sails, among others, for their generous support of the prizes. Brian Hayes (North Sails) took the lead in conducting a “Top Gun” session after the racing on Saturday. Beer and munchies helped make this aspect of the regatta a useful learning experience and a pleasant transition to the dinner that followed.

But this was really about sailing, so what happened here? Saturday dawned clear with light winds. Three races were scheduled, and the signal boat optimistically left the dock on time. The first race

was scheduled to begin at 1030 but was delayed while we waited for the wind to stabilize. The race was eventually started in a light, shifty breeze that challenged the race committee's ability to set up a fair course and a square starting line, but they got it right and off we went. Light, shifty winds continued for the second and third races, which kept the race committee on their toes throughout the balance of the day, with all three races concluding within the scheduled time.

At the end of Saturday's racing, John Arras of the Annapolis Yacht Club held a three-point lead over Ryan Malmgren of Ephraim Yacht Club in Wisconsin in the Championship Division. Harry Carpenter held third, five points behind Ryan. The Challenger Fleet had a tie for the lead between Glenn Wesley of Nockamixon SC and local David Lambie of LYC. Neil Farrow of Cedar Point YC was only four points behind the leaders.

Sunday dawned gray and damp. Wind was 2 to 3 knots and fading as the harbor gun sounded and over forty stalwart Scots left the dock to sail one mile out to the starting area. Once we arrived there, we watched as the signal boat tried to get a fix on the fickle wind direction. Every time they thought they'd found enough wind from a known direction, the wind shifted. Finally the race committee managed to get a start off. But over the course of the race we experienced large wind shifts and massive holes in the wind. The course was shortened at the second windward mark, and John Arras continued his fine sailing to win the race and secure first place in the Championship Division. Malmgren and Carpenter finished 6th and 3rd, respectively, in the fourth race and maintained their places overall. Dave Lambie won the last race in the Challenger Division while Neil Farrow finished 2nd, replacing Glenn Wesley as runner-up on the basis of a tiebreaker.

After that the weather really tanked—cold, damp, and calm! Despite a valiant effort to get in the fifth race, the committee finally raised the N over A flags, and all those still trying to sail were towed back to LYC. I think all the sailors breathed a sigh of relief and looked forward to something warm once back ashore. 🌊

Championship Division						
Place	Race	1	2	3	4	Total
1	Arras, John	1	4	1	1	7
2	Malmgren, Ryan	3	3	3	6	15
3	Carpenter, Harry	7	2	5	3	17
4	Hayes, Brian	10	1	4	5	20
5	Lee, Tom	9	10	8	2	29
6	Mehl, Steve	8	5	10	7	30
7	Beaton, Mark	12	9	2	11	34
8	Cooke, John	4	7	6	18	35
9	Kiss, Ron	6	6	9	15	36
10	Luard, John	5	11	7	14	37
11	Sayia, Peter	13	13	12	4	42
12	Neff, David	2	8	13	22	45
13	Milnes, Gordon	19	14	14	9	56
14	Thomas, Sam	14	17	21	8	60
15	Nicholson, Linda	21	12	17	10	60
16	Foster, William	17	16	15	12	60
17	Wentworth, Norm	11	18	11	24	64
18	Guenther, Len	16	15	16	19	66
19	Kerdock, Rich	15	19	20	25	79
20	Berger, Philip	18	27	22	13	80
21	Cosulich, William	22	22	25	16	85
22	Cookson, Peter	25	20	19	21	85
23	Berglund, Steve	20	26	18	23	87
24	MacMurray, Chris	26	21	23	20	90
25	Blough, Randy	27	23	28	17	95
26	Owens, Don	24	25	24	26	99
27	Milnes, Doug	23	28	26	27	104
28	Koch, Bruce	28	24	27	28	107
Challenger Division						
1	Lambie, David	5	1	2	1	9
2	Farrow, Neil	1	4	7	2	14
3	Wesley, Glenn	3	2	3	6	14
4	Noone, Mike	12	3	1	3	19
5	Cocotos, Paul	9	6	4	5	24
6	Summerfield, Ed	6	8	5	8	27
7	Loughman, Jim	8	10	8	4	30
8	Clarke, Bill	7	5	9	14	35
9	Baucom, Richard	2	12	11	11	36
10	Childers, Roy	4	9	12	12	37
11	Gedzor, Mariusz	10	11	6	10	37
12	Scheetz, Phil	11	7	10	9	37
13	Stockwell, David	14	15	15	7	51
14	Swanson, Andrew	13	14	13	13	53
15	Spaltro, John	15	13	14	16DNC	58



View of Saratoga Lake Sailing Club.

Saratoga's Special People

Diane Kampf, FS 5857, FSSA First Vice-President

Greg and I sailed in Fleet 161's 24th Annual Invitational on Saratoga Lake in New York in August. Although we stopped in last year on our way back from the Flying Scot North American Championships in Wisconsin, we did not get to sail because we got there too late. This year we knew we wanted to experience Saratoga again, and we

wanted to sail. That meant getting there on Friday in time to go to the Saratoga Race Course. We packed up the Roadtrek and left at 7 A.M., so we could be sure not to miss anything. It was a gorgeous day and right away I won on a few races and ended up \$48 to the good. Before I could lose it all, we headed back to the yacht club for the Friday night welcome party. We camped on the property like

we usually do, and it was a great night to rest up for the racing the next day.

This was the New York Lakes District Championship, for which we are not eligible, but we could sail in the regatta. There were 15 boats this year, 12 in Championship and 3 in Challenger. Saturday was another beautiful day and there was just perfect wind to get in all three planned races. The race commit-

tee, led by Dave Hudson, did a terrific job giving us some nice courses, and we finished the day with a couple of mediocre results but had one 2nd place. We had our friend Barb Van Horn visit us; she was visiting her friend Mark Wilson in Albany and she brought him along for dinner. We had the pleasure of seeing a bald eagle land and stay for a while in a tall pine tree at the club. We had a nice Italian meal outdoors at lakeside and truly enjoyed the meal, the sunset, and the company.

Sunday was a wonderful day and the wind was good to us again. We had two more races and ended up in 4th place overall. Good friends Tom Hohler and Chris Czapleski took 1st place in the regatta and promised we'd see them at the Wife-Husband in October. Kirsten Petro (with crew Dave Osler), in her first Flying Scot regatta, took 1st place in the Challenger Division. Bernie Zabek and crew Charlie Murphy won the District Championship.

We had such a nice time and were happy that we had come, and we thank regatta chair Rob Hayes and his com-

Fleet 161 was founded years ago by some very special people who have done a wonderful job of running the regattas, including a Wife-Husband and several District Championships over the years. They've supported the Flying Scot class as Fleet Captain, District Governor, and FSSA officer, and they've worked very hard to grow their fleet and support their club.

mittees for a fun regatta. But they were not finished showing us why we love Saratoga. Fleet 161 was founded years ago by some very special people who have done a wonderful job of running the regattas, including a Wife-Husband and several District Championships over the years. They've supported the Flying Scot class as Fleet Captain, District Governor, and FSSA officer, and they've worked very hard to grow their fleet and support their club. Over the years, they have had doz-



Paul Waterfield presenting to Peter and Ann Seidman.



Chairperson Rob Hayes presents 1st place to Tom and Chris.

ens of people stay in their home for regattas, finding a place anywhere they could to host people. Paul Waterfield from the fleet said some really nice words about Peter and Ann Seidman, in appreciation for founding and growing the fleet and running the regatta for 23 years. He then presented a plaque to them with a Flying Scot model and their sail number, along

with the star on the sail! All these truly special people are the reason we have gone to Saratoga all these years and will continue to go as long as we can. We cannot say enough about how special Peter and Ann have been to us. Congratulations and thanks to Peter and Ann for all their hard work and hospitality over the years.

Hope to see you next time in Saratoga! 🚤

2010 NACs – A View from the Rear

John Heizer, FS 4278

Jennifer and I were able to take a one-week summer vacation and wanted to get more experience racing Scots. We've had our boat only since last fall; we've participated in some club races and Wednesday night races, two regattas (Clinton Lake 2009 Glow, Carlyle 2010 Egyptian Cup), and the Midwinters in New Orleans. We still feel out of our element racing in a larger group. We thought that—if we were to brave up and race in the North American Championship (jumping in headfirst, trial by fire, etc.)—we would learn a lot about racing and become more comfortable at regattas.



*Photos Courtesy
of Doug Williams*

Even so, in the days before we left, I had doubts that we belonged there (in spite of lots of encouragement from Ben Williams and Deb Aronson). I e-mailed the FSSA president, the vice president, and the Gulf District governor expressing my concerns. All three heartily encouraged us to come. The president, Charles Buffington, even introduced us to the current Flying Scot national champion, Allan Terhune, and asked him to check our boat for correct setup and to offer advice; Allan graciously agreed. At the NACs we made new friends, strengthened existing friendships, increased our comfort sailing in large groups, and improved our sailing technique.

One of our problems had been focusing so much on sail trim and boat handling that we would forget to look outside the boat. We hadn't been able to free ourselves up enough to get our heads out of the boat to look for the part of the course with better pressure, to see what the competition was doing, or even to follow the wind shifts closely. In addition, we're still not comfortable when the wind strengthens to double digits. With the many hours we spent racing at the NACs in varied conditions, we were able to make some good progress in these areas.

For the first time, in some of the races we actually had more than one boat behind us at the first windward mark. In one of the earlier races (which eventually was cancelled due to the wind turning completely off), we were on the line, in a clear spot, right at the starting gun. However, we were not up to speed when I decided to tack; we only made it halfway and ended up in irons. Even so, we went to the side of the course that benefited from a persistent shift, and we had eight boats behind us at the windward mark! I was so surprised that I counted the boats behind us several times, until Jennifer yelled to me to turn around and steer. This was a thrill and a huge victory for us.

Of the 16 boats that completed all three of the races in the Challenger series, we finished second from last and were miles behind the top three-fourths of the Challenger group. To sum up: even though we were at the back, my doubts were unfounded--everyone was friendly

and welcoming; we gained experience, confidence, and some skills; and, most importantly, we had a lot of fun. Even though this major event was thickly populated with expert sailors, there was still room for inclusion and encourage-

ment of these two newbies.

Congratulations to Al Terhune, repeat national Flying Scot champion, and to Clinton Lake's Ben Williams and Deb Aronson, winners of the 2010 NAC Challenger Division! 🚢



Photo taken from 45,000 ft by pilot and Scot Sailor Dan Warnick on June 28, 2010. The view is to the north of the airplane and shows a series of thunderstorms tracking across Gulfport, MS ("GPT" on the radar view in the second photo). This is the sunny side view of the weather that cancelled racing on Monday of NAC week and delivered inches of rain to Bay Waveland.





MAD SAILS • CRAZY FAST

NEWS FLASH in NEW JERSEY: Atlantic Coast Championship (43 boats) – Mad 1, 2, 3 !!!
(Congratulations to Overall Winners JOHN ARAS and JOHN WAKE)

Other 2010 STATES of MADNESS:

North American Challengers Div (MS) – 1, 2
Great 48 (NC) – 1, 2
New England Reg. Districts (MA) – 1
Midwest Districts (MN) – 1, 2, 3
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
Fall 48 (NC) – 1, 2



GET MAD in 2011 !!! CALL TODAY

MAD SAILS

MADSAILS.COM | RYAN@MADSAILS.COM | 608-225-4287

2528 TODD DRIVE, MADISON, WI 53713

Update: The Flying Scot Foundation

Sandy Eustis, FS5610

About nine months ago, while staying at my house during the second annual Grits 'n' Haggis regatta, FSSA President Charles Buffington asked me to join the Board of the new Flying Scot Foundation. While I felt honored to be asked, I must confess to a bit of initial skepticism. I told Charles that I had concerns regarding the amount of financial support we might be able to generate, about the legal restrictions involved in obtaining and spending funds within a not-for-profit entity, about how useful such an entity might be in promoting sailing in general and the Flying Scot class in particular, and, of course, about how much of my own time and effort might be required. Charles nodded sympathetically, poured himself and me another rum drink (from MY best bottle, mind you) and then somehow, sometime during the wee hours of the morning, I became convinced that this was, indeed, a good idea.

As we enter 2011, I'm very glad that I allowed myself to be persuaded by Charles. I'm both thoroughly encouraged about what the Foundation has accomplished to date and totally enthusiastic about where we're headed. Here's a summary:

(1) Our not-for profit 501(c)3 tax status is now in place, and it permits us to fund a wide variety of sailing-related activities that have an essentially educational purpose.

(2) We've completed the "first windward leg" of our initial fund-raising campaign, during which we asked current and former class officers, long-term class stalwarts, and selected suppliers/vendors for an initial contribution. I'm extremely pleased that, as of January 1, 2011, 20 individuals had already accepted our invitation to become "Charter Members" of the Foundation by giving or pledging \$1000 or more to the effort, and that we

also received initial gifts of various lesser amounts from another 17 "Friends" of the Foundation. In sum, we received \$26,485 in donations and pledges from 37 people during 2010—a very encouraging start indeed! A list of our Charter Members to date appears at the end of this article.

(3) The "downwind leg" of our initial campaign, consisting of a mass mailing to all class members and a further appeal to the class via *Scots n' Water*, is now under way. Obviously, we hope that YOU will see fit to become a Charter Member of the Foundation yourself or, failing that, that you'll decide to support the Foundation as a Friend to the extent that you're able.

(4) Before the end of 2011, we'll embark on the "finishing leg" of our initial fund-raising campaign—with both a broader appeal to our sailing friends outside of the class and a targeted appeal to some additional individuals and organizations. So we sailed a great first leg, we've set our spinnakers for a fast downwind leg, and now we expect to win!

Moreover, I've become increas-

Moreover, I've become increasingly convinced that the Flying Scot Foundation will be able to play a vital role in helping to reenergize our class, the various yacht clubs and sailing associations that currently have active Flying Scot fleets, and even the broader sport of dinghy sailing in North America.

ingly convinced that the Flying Scot Foundation will be able to play a vital role in helping to reenergize our class, the various yacht clubs and sailing associations that currently have active Flying Scot fleets, and even the broader sport of dinghy sailing in North America. Last November we received a sample instructional video—all about tacking a Flying Scot—from Dave Batchelor. In this video, Joe Brake and crew repeatedly tack a

Flying Scot oh-so-gracefully—in relatively flat water, on a picture-perfect saltwater inlet, in a nice and steady 7- to 10-mph wind, on a gorgeous crisp and sunny day (does it get any better?)—while Dave talks the viewer through the steps involved. Not only is this video excellent from a teaching standpoint, but it portrays sailing in general, and sailing a Flying Scot in particular, as exciting, enjoyable, accessible, and very learnable. Furthermore, though I've been racing Flying Scots for 30 years, I immediately grabbed my wife, Keith, to look at the video with me for the ideas we could get about improving our own techniques. (Watch out, Joe; we're coming!)

Accordingly, the Flying Scot Foundation's first grant of \$335 was given to Dave Batchelor in late November, to enable him to upgrade his video equipment a bit and to help fund a series of similar videos, which Dave and the Foundation will then work to distribute both through the Internet (YouTube, etc.) and also as an instructional DVD package for sailing schools throughout North America. You can view a couple of Dave's initial instructional videos on YouTube, and you can also contact Dave directly at Sailordave@nc.rr.com.

The Foundation's Board has also agreed informally to provide ongoing support for two kinds of very traditional educational programs, though we have not yet set specific financial limits for ourselves nor made any actual awards. Not surprisingly, we've already received several requests to support local learn-to-sail and/or learn-to-race programs. In the coming months, we'll make a decision about how much money we can allocate for this purpose, and we'll finalize the guidelines that will help us prioritize among sailing school requests. You can bet that specific commitment by a local Flying Scot fleet and on-the-water instruction in Flying Scots

Continued On Page 15

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

After a decade of sail development the world's top one-design sailmaker is ready to announce the most advanced sail designs ever produced for the Flying Scot. Our DM main, HJ jib, and Redline Spinnaker are simply the fastest sails on the market. Our upwind sails are cut to allow a wide range of adjustment which keeps smaller crews sailing fast in marginal conditions and heavy crews powered up in the light stuff. And most importantly, we have a technical support network that will help you get the most from your sails. If you are considering new sails and want to step up to the next level of performance, give us a call!

Dave Bolyard
Ullman Sails Gulf Coast
gulfcoast@ullmansails.com
985-626-5638



Jerry Latell
Ullman Sails Virginia
jerry@ullmansails.com
804-776-6151

www.ullmansails.com



will be part of those guidelines. Then, later this year, we'll issue a call for sailing school proposals from Flying Scot fleets and local sailing organizations. The Board has also agreed to offer each Flying Scot District Governor a small grant to help pay a Flying Scot expert to travel to a selected and well-attended district regatta (perhaps the District Championship event, perhaps another one) and to deliver a free, racing-oriented seminar before or after the event. We'd like to see these seminars actively promoted and open to anyone who wants to attend, not just to regatta participants or even to Flying Scot sailors.

From all this, it should be obvious that we already have more ideas for how to spend the Foundation's money than we have money to spend, but I suspect that's just the way it is with charitable foundations that have real programs to support. Our 2011 priorities include finalizing both the Foundation's

spending policy and the Foundation's investment policy—to ensure that we maximize our bang-for-the-buck in 2011 and beyond. So it should also be obvious that we need strong financial support by the members of the Flying Scot class—YOUR support for YOUR class—in order to be able to make a meaningful number of educational awards over a meaningful number of years. Barb Griffin, Charles Buffington, Willson Jenkins, and Bill Vogler join me in urging YOU to make a generous Charter Member contribution to the Foundation in 2011, and to continue to remember us in future years.

If you have an interest in serving on the Foundation's Board yourself, I encourage you to contact me personally (seustis@charter.net.) We would particularly welcome a Board presence from a geographical area or from Flying Scot districts that are not currently represented on the Foundation's Board.

Flying Scot Foundation Charter Members as of 1/1/2011:

Charles and Frances Armitage
Clark and Rhoda Ashby
Charles and Sarah Buffington
Karen and Harry Carpenter
Sandy and Keith Eustis
Frank and Marianne Gerry
Bill and Carol Gillen
Dan and Pam Goldberg
Barb and Don Griffin
Don and Charlotte Hott
Willson and Bonnie Jenkins
Greg and Diane Kampf
Michael and Brenda Noone
Al Rees
Elizabeth Rettie
Nancy N. Rudy
Jack and Martha Lee Stewart
Larry Taggart
Bob and Karen Vance
Robert F. Vance



Gus Sails 972.998.5313

To Win You Need the Fastest Sails

GUS SAILS WIN 2010, 2009, 2008, 2007 AND 2006 LIPTON CUP!

GYA Lipton Cup, FSSA Most Competitive Regatta

New Soft Cloth Cruising Sails: Main - \$495 / Jib - \$275

Gus Sails was glad to be on board!

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

Capsize!

Ed Peters and Charles Buffington

Few words bring as much terror to the hearts and minds of Scot sailors as the word “capsize.” Many Scot sailors originally purchased the boat because of its stability, and the thought of ending up swimming while the boat slowly turtles is not a pleasant one. Yet the odds are pretty good that everyone will capsize sometime in his sailing career, so being prepared by knowing what to do can provide considerable peace of mind.

The sailing school at Deep Creek Lake in western Maryland puts all its adult students through a Scot capsize drill the very first day of class. The school’s drill includes many tricks that are worth knowing. Let’s look at the details of their capsize drill.

When the weather gets ugly, make sure everyone on board is wearing a PFD, and tell everyone to jump onto the mainsail if the boat goes over. This seems counterin-

When the weather gets ugly, make sure everyone on board is wearing a PFD, and tell everyone to jump onto the mainsail if the boat goes over. This seems counterintuitive, but it’s a soft landing and allows the entire crew to scramble quickly to the top of the mast.

tuitive, but it’s a soft landing and allows the entire crew to scramble quickly to the top of the mast. (The air that is trapped under the sail supports your weight for only a little while, so move fast!) If you end up in the water, you can pull yourself along the leech of the mainsail, keeping it up as you go. Supporting the mast quickly is key to preventing a turtle.

At the top of the mast, count heads and make sure everyone is OK. Then form a

plan of recovery and assign specific tasks:

1. One person stays at the top of the mast, supporting it to prevent the boat from turtling. The rest swim back to the boat.

2. A lightweight person is assigned to climb into the (now vertical) cockpit, where he/she should uncleat all sheets (this is very important, since it prevents the boat from sailing away when righted) and make sure the centerboard is down. (This person will end up in the water; being light makes it easy to haul him back into the boat once it’s righted.)

3. The climber ascends to the upper side of the boat, using the (now horizontal) mast as one step in the process. Once there, he moves to the centerboard, taking a jib sheet with him for stability. (The line is important; if you don’t have it, you’ll fall off the board as the boat comes up and may not be successful in righting it.)

4. The responsibility for preventing a turtle now shifts to the climber, who moves out on the centerboard far enough to prevent turtling but not so far as to right the boat prematurely. This allows the person at the top of the mast to swim back to the boat.

5. Sailors in the water can be scooped up in the boat as it is righted, if they lie on the lower seat with their head forward (to avoid injury by the tiller) or hang onto the mast with their knees on the deck. This is a key move, because it gets at least one person into the righted boat.

6. Once the crew in the boat is ready, the person on the centerboard moves out to the end, holding onto the jib sheet for stability, and “rides” the board all the way into the water. The rider should not attempt to get into the boat as it comes

over. The boat will move away as if by magic, protecting the rider.

7. The crew in the now-upright boat heads the boat into the wind and pulls the board-rider into the boat.

The sailing school has published nice pictures of the moves outlined here, along with captions (http://www.saildeepcreek.com/capsize_drill.htm).

There are several advantages of this method over the older approach, where all sailors gathered on the bottom of the boat and tried to reach the centerboard from the water: it will prevent turtling, all sailors are in sight of one another, communication is easy, and one or two crew members end up in the boat once it’s righted.

Should everyone end up in the water, gather on one side of the boat at the back of the cockpit. Rock the boat from side to side by pushing the hull down in the water. This lowers the freeboard and should allow one crew member to pull himself into the boat. Doing this on the stern doesn’t work.

If you sail a lot in areas where there aren’t other boats, you may wish to invest in a floating “pillow” for the top of your mast and a boarding ladder. These devices increase the odds of a successful recovery in the event of a capsize and decrease the likelihood that you’ll end up in a swamped boat miles from help or, worse, be unable to get back into the boat.

Why not have practice sessions on a warm day in the summer? Wear bathing suits (and PFDs!). Have a motorboat stand by for rescue. Let each person practice each role. It can’t hurt and it sure will be a help if you go over when conditions are not so favorable.

Good luck! ▲

CAVEAT EMPTOR = BUYER BEWARE

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

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$50.00 for members per insertion, pre-paid and \$60.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

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

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 - Doulgass 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

3552 - Douglass built in 1980. White deck, red hull in excellent condition. New/2010: Main, Jib Mad Sails, new sheets and racing jib cleats. New flotation bag with cover, ladder and grab rail. Older spinnaker w/ second set of sails. TeeNee trailer. Cover is functional. Quick Sell, relocating **\$3750** or B.O. Located in Alameda, CA. Contact: Olof Westerstahl, 217-721-5697, olof.westerstahl@gmail.com

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, lvemann@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 Earlvile, 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

5246 - Flying Scot built in 1999. Excellent racing record (National Championships). All white/red

stripe. Superb condition. Every racing option including tapered carbon pole. Perfect c'board. North sails only used several times. Top and bottom covers plus 35 years of misc parts and tools. **\$9800** Located in NJ. Contact: Bill Ewing, 732-530-6511, fs5246@yahoo.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

5356 - Flying Scot built in 2000. Excellent condition. Purchased on consignment direct from Flying Scot in August 2009. Harry gave it the once over! Brand new Trailax aluminum trailer. Full set racing sails, new trailer cover and other extras. **\$9500** or offer. Located in Cincinnati, OH. Contact: Sean Sauber, 513-417-9201, sean@extending-minds.com

5393 - Flying Scot blt in 2001. Used 5 summers, includes 2 sails, cockpit cover, outboard motor brakcet, 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, original lines. White hull, blue waterline. Alum. trailer. Cover. Fast boat, everything

Continued on page 19

FLYING SCOT®

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

Online Store: www.flyingscot.com

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

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

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

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

Ronstan Fixed X-10 Tiller Extension...

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

Ronstan Telescopic X-10 Tiller Extension...

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

Spinnaker Pole...

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

Tapered Aluminum Spinnaker Pole...

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

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. The fittings that bolt to the transom & stand-off part are stainless steel w/hardwood board for engine clamps. Complete w/fasteners, template & instructions.

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.)

Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

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

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).



Ritchie Dome type Compass & Mount...

Features course minder movable bezel with heading indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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

Stainless Steel Mast Sleeve...

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



Rudder Lift System...

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

Swim Ladder...

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



Mainsail Flotation...

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



Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

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

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

you need to win. **\$10,500.** Located in Palmetto, FL. Contact: John Marcini, 941-326-8228, jmarcin@tampabay.rr.com

5667 - Flying Scot built in 2006. 50th Anniversary edition Scot, white hull with 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

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: Trailex 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. Trailex alum. trailer, spare tire. North trawling 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

www.FSSA.com:
CHECK FOR THE LATEST
BOATS FOR SALE!

STARTING LINE

STARTING LINE Calendar Of Monthly Events

The Lake Eustis Sailing Club Eustis, FL

February 19 and 20, 2011

For more information visit <http://www.fssa.com/fldist/schedule.htm>

Florida District Championship #6 MidWinter Warm Up Davis Island Yacht Club Tampa, FL

March 5 and 6, 2011

For more information visit <http://www.fssa.com/fldist/schedule.htm>
NOR & On-line Registration at http://www.diyc.org/content/public_content.asp?pg=459

2011 Mid-Winter Championship Sarasota Sailing Squadron Sarasota, FL

March 7 - 11, 2011

For more information visit <http://web.me.com/limerun/Site/Welcome.html>
Registration now open
<http://web.me.com/limerun/Site/Welcome.html>

Great 48 Lake Norman Yacht Club Mooresville, NC (near Charlotte) May 7 and 8, 2011

For more information contact Bane Shaw
bashaw@roadrunner.com

CPYC Early Bird Regatta Cedar Point Yacht Club

**Home of the 2011 Flying Scot NACs
Westport, CT
May 21, 2011**

For more information contact
Melanie Dunham FS2601@aol.com

Buckeye Regatta & Ohio District Championships Hoover Sailing Club Hoover Reservoir Westerville, OH May 21 and 22, 2011

For more information contact
Marty Sweterlitsch 614-223-9367
(day) 614-890-0072 (evening)
msweterlitsch@beneschlaw.com

Douglas Orr Regatta Fleet 142, Sprite Island Yacht Club Norwalk, CT June 18 and 19, 2011

For more information contact
Fred Breckland,
breckland@sbcglobal.net

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. For more information contact Melanie Dunham, FS2601@aol.com

Wife Husband Championship Delavan Lake Yacht Club Delavan Lake, WI

July 30 and 31, 2011

For more information contact Larry Kmiecik
larry@kmiecik.com

FBYC 72nd Annual One-Design Regatta

**Fishing Bay Yacht Club
Deltaville, VA**

August 13 and 14, 2011

For more information visit <http://www.fbyc.net> or
Contact John Beery
JohnCBeery@yahoo.com

Mary Doolittle, Queen of Scots Invitational Regatta

**Hosted by Fleet #15
Gull Lake, Richland, MI
August 20 and 21, 2011**

For more information contact
Tom Lechota, Tom.Lechota@alticor.com, 616-450-6746

MYC 62nd Annual Regatta Massapoag Yacht Club Sharon, MA

September 10 and 11, 2011

Welcoming Party on
September 9th. For more
information contact
Diane Kampf
dianekampf@charter.net



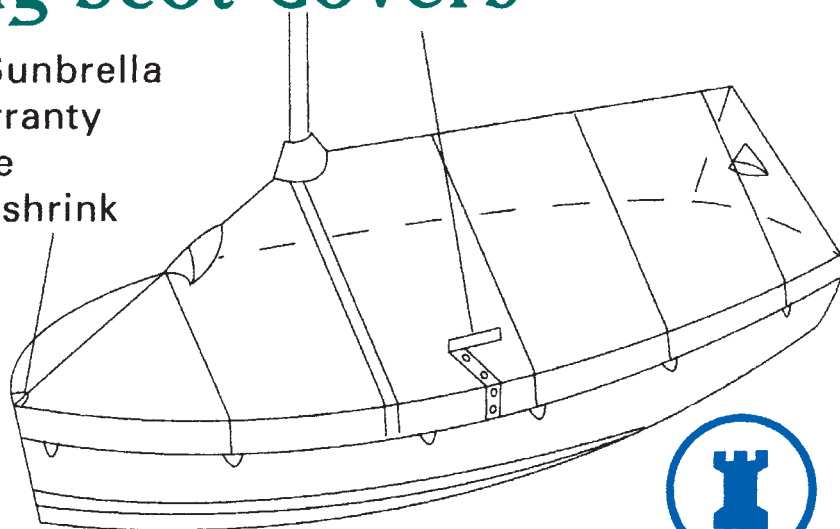
Visit www.FSSA.com for more Starting Line events!

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

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



ROOKE SAILS

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

Options

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

Prices

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

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

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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

Comprehensive Website www.sailorstailor.com

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

1 (800) 800-6050

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



The Sailors' Tailor, Inc.

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

NEW MEMBERS

Dixie Lakes District

Boat #A061/Fleet: 0

District: Capitol
Tayloe Call
111 Oriole Ln
La Plata, MD 20646

Capitol District

Boat #5434/Fleet: 0

Mark Nevill
131 West Central Ave
S. Williamsport, PA 17702

Boat #0235/Fleet: 0

Alexander Pike
18200 McKernon Way
Poolesville, MD 20837

Boat #4450/Fleet: 81

John Northrup
35 Stone Run Dr
Mechanicsburg, PA 17050

Carolinas District

Boat #5212/Fleet: 0

Garry Blanks
216 Rockford Rd
Kernersville, NC 27284

Florida District

Boat #5693/Fleet: 0

Russ Walworth
PSC 1012 Box 525
FPO, AA, FL 34058

Boat #0075/Fleet: 90

Ryan Alexander
3165 New York St
Coconut Grove, FL 33133

Boat #3153/Fleet: 150

Thomas Dove
3842 Lake Eleanor Dr
Mount Dora, FL 32757

Greater NY District

Boat #5896/Fleet: 0

Sal T. LaForgia
14 Bayview Avenue
Island Heights, NJ 08732

Boat #3289/Fleet: 24

Dave Irving
26 Valley View Rd
Newtown, CT 06470

Gulf District

Boat #5681/Fleet: 153

Daniel LaFleck
13345 Hgy 101
Iowa, LA 70647

Michigan-Ontario District

Boat #A015/Fleet: 0

Douglas Hart
36 Cheltenham Ave
Toronto, ON, CN M4N1P7

Midwestern District

Boat #5395/Fleet: 114

John (Jack) Markwick
7 N 450 Homeward Glen Dr
Campton Hills, IL 60175

Ohio District

Boat #2107/Fleet: 1

Brad Heath
4400 Prairie Rd
Wilmington, OH 45177

Pacific District

Boat #A299/Fleet: 0

Kevin Minton
1208 N Arthur St
Kennewick, WA 99336

Southwest District

Boat #5635/Fleet: 23

David Adams
6537 Royal Crest Dr
Dallas, TX 75230

Boat #5959/Fleet: 23

Dari Esfahani
915 Firestone Lane
Richardson, TX 75080

Boat #4319/Fleet: 67

Randle Moore
609 Sunhaven Dr
Windcrest, TX 78239

Check fssa.com for updated information & race announcements.



PHOTO BY WALTER COOPER

**YOU DON'T HAVE TO
BE ON THE BOAT
TO BE ON THE
TEAM.**

The Women's International Match Racing Association (WIMRA) promotes, coordinates and supervises women's international match-race sailing. Become an official member of the organization that helped to get Women's Match Racing into the

2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.

WIMRA
WOMEN'S INTERNATIONAL
MATCH RACING ASSOCIATION



1ST PLACE
2010 FLORIDA DISTRICTS-
DAVIS ISLAND
2010 LAKE TOWNSEND
MAYOR'S CUP
2010 CAPITAL DISTRICTS*
* MAIN & JIB ONLY

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



PHOTO COURTESY OF PHOTOBOT.COM

Excellence in Design, Fabrication & Service

Whether you are cruising a Flying Scot or racing around the buoys, Schurr Sails has the sails you need to get there fast.

For the Flying Scot cruiser looking for quality, durability, reliability, and service, Schurr Sails uses top quality cloth and combines it with proven construction techniques.

For the Flying Scot racer Schurr Sails takes you to the next level with top of the line one-design cloth incorporating 50 plus years of experience in design, fabrication and service giving you the fastest Flying Scot sails on the water. And they are still Made In America.

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

MADE IN AMERICA

CRSA

CORAL REEF SAILING APPAREL
888.224.0641



WWW.CORALREEFSAILING.NET

ONLINE CATALOG AND *NEW LOWER PRICES*

CUSTOM ARTWORK DESIGN

CUSTOM TEAM LOGO APPAREL

ON SITE INVENTORY FOR YOUR EVENT

PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA

SELL YOUR EVENT PRODUCTS IN ADVANCE

WE STAFF YOUR EVENT

NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND FLYING SCOT 50TH ANNIVERSARY APPAREL





"The World Leader in
Outfitting Performance Sailors."

Apparel

Line

Hardware

One Design Parts

Accessories

Crugear

All things **F/S**
...and more!



Photo Courtesy of Photoboot.com

www.APSLTD.com

800.729.9767

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

Address Service Requested

Periodical
Postage
PAID
Columbia, SC
29201

District Governors

CAPITOL DISTRICT

David Neff
1032 Old Turkey Point Road
Edgewater, MD 21037
(410) 798-4146
david@selbybay.com

CAROLINAS DISTRICT

Jack Griffin
PO Box 12921
Raleigh NC 27605
(919) 608-4718
jak.grif@gmail.com

DIXIE LAKES DISTRICT

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

FLORIDA DISTRICT

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

GREATER NY DISTRICT

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

GULF DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

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

MIDWESTERN DISTRICT

Ben Williams
409 W. California Ave.
Urbana, IL 61801
217-344-8508
bdwillms@life.illinois.edu

NEW ENGLAND DISTRICT

Eric Wojtaszek
24 Eaton Street
Wakefield, MA 01880
(781) 704-3820
eric@maltshoppe.com

NY LAKES DISTRICT

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

OHIO DISTRICT

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

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

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

SOUTHWEST DISTRICT

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



Join Today!

Your Passport to Great Sailing...

An FSSA Membership

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com

FSSA HEADQUARTERS:
One Windsor Cove, Suite 305 • Columbia, SC 29223