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From the President.....	4
Storing Sails During the Winter.....	5
It's the Little Things The Carolinas District Regatta	6
Snowbird Special	8
Two Long Island Fleets To Cohost 2011 Flying Scot North American Championships	10
2010 Carolinas District Championship	12
Update: The Flying Scot Foundation.....	17
Two Proposed CMRs Unanimously Approved	17
In Every Issue	
Caveat Emptor.....	19
Starting Line.....	21
New Members	21
District Governors.....	Back Cover

Attention Web Surfers / E-mail Users:

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Visit it at <http://www.fssa.com> with your favorite browser.

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From the President

Charles Buffington, FS 5347



One of the best things about owning a Flying Scot is that it's small enough to trailer and sturdy enough to sail in many interesting and exciting venues. This combination opens a world of fun, but many sailors are hesitant to take the plunge and start traveling. Remember, a journey of a thousand miles begins with a single step. Here are some tips that may help you deal with fear of the unknown.

First, hook up with an experienced traveler and pick his/her brain about how to do it. If you've never been to an event like the Flying Scot Wife-Husband Championship or the North American Championships, getting the lowdown on prior events will smooth the way. Buddy up with someone else from your lake who is going to the same event. Mike Noone's fleet at Nockamixon is a good example; they travel to regattas in a convoy. This is a great way to provide assurance that someone can help fix a trailer-tire flat during the trip.

Second, solve any car/trailer problems ahead of time. Is the trailer in OK condition? Are the wheel bearings tight and lubricated? Do the lights work? Is the

registration current? Is a car with appropriate hitch and electrical connections available?

Third, hit the Internet to find out about the event: www.fssa.com has a list of regattas and contacts. Register ahead of time (it makes food planning easier for the host). Be sure your Flying Scot Sailing Association (FSSA) membership is current. Make motel reservations early, since choice motels fill up quickly. Consider camping, which is an option at many regattas; it's inexpensive and fun (unless it's raining, or there is a crying baby in the next tent, or geese walk through camp honking at 4 A.M. [you get the picture]).

Fourth, get your boat ready to roll. Tip it over and give the bottom a scrub with 600-grit wet-dry sandpaper. Don't forget to do the centerboard. If you have trouble putting the mast up or taking it down, consider buying the "Master-Helper" from Dan Neff at www.flyingscotracing.com (212-337-3446). It's a nifty and not-too-expensive (\$140 plus S&H) way to take the worry out of mast events. Make sure you've got all the boat parts (we use a checklist) and that they're well secured in the car or boat. Padding for the rudder is especially important. Don't forget the

spinnaker. Check your safety gear.

Fifth, take lots of different kinds of clothes, your foul-weather gear, and extra food. Sandwiches from home have saved the day a number of times.

Sixth, when you register, get two copies of the sailing instructions, then sit down with your crew and read every word. You'll find lots of little differences between what you're used to at home and how the races will be run. Pay close attention to the starting signals and course markers. Determine if the line is "poison" in multi-lap races. Review the procedure for shortening course. Take a copy of the sailing instructions with you on the boat, along with *The Racing Rules of Sailing*, a publication that has pictures of the signal flags inside the back cover.

Finally (and most important), be ultra-nice to your crew. Make them happy on and off the water. Remember: a happy boat is a fast boat, and a fast boat is a happy boat. Plan a non-sailing activity or two for the trip. Go to nice restaurants. Spare no expense.

There's a whole world out there waiting for you. Why not take that first step today? Pour your crew/skipper a glass of wine and say, "I've been thinking...." 🍷



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

Storing Sails During the Winter

Dave August, FS 2066

Well, fall is here and it is time to put my Flying Scot away for the winter. I have the benefit of storing my boat in a barn. I bring my sails and most of the equipment home to store in my garage. If you are like me, your garage is already stuffed to the maximum with bicycles, golf clubs, and everything your wife does not want in the house. So, how do you store your rolled sails without worrying about damage?

A very good friend of mine, Dan Goldberg (FS 4991), had sail racks built into his garage and stores his sails up and away from harm. As I looked around my garage for some unused space where I could mount some shelves, I noticed that above my garage door there is a nice area about 26 feet in length. What a good place to store my sails, away from harm, in a space that could not be used for much else. I took some quick measurements and made a few sketches and determined I could mount some wire shelving above my garage door; I could attach the back side of the shelves to my garage door header and, with pieces of lightweight chain and with hooks screwed into the ceiling rafters, attach the front of the shelves for suspension. I'd have a great place to store sails.

I went to the local hardware store and purchased five 4-foot-long wire shelves (like the ones in your clothes closet), lightweight chain, and screw hooks for under \$45.00. My shelves are 12 inches wide, though you could use the 18- or 24-inch-wide shelves.

I measured down from the ceiling and marked the garage door header. I used a laser level and made a level line the length of the header, making sure the line was above the garage door opener rail. I

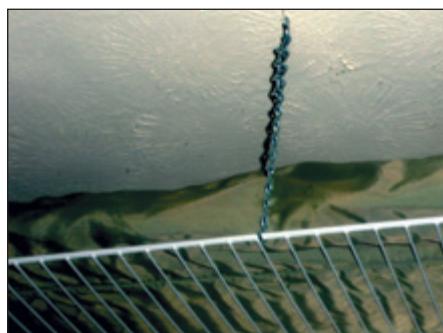
screwed the back of the shelves into the header. I measured out 12 inches from the garage door header and marked the ceiling. With a stud finder, I found my ceiling rafters and marked the center of each rafter. I screwed a threaded hook into the rafters. I suspended the front of the shelves using the hook and a length of chain. By adjusting the depth of the

screw hook and length of chain, I was able to level the front of the shelves. The suspended chain keeps the sails in place, as well as acting as a load point for the front of the shelves.

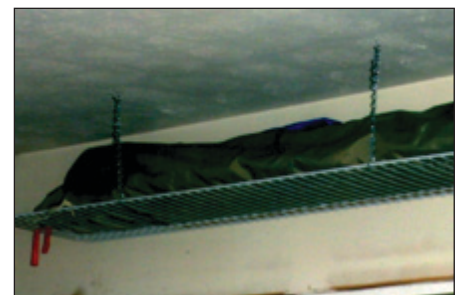
I now have a great place to store my sails and other long items, such as beach umbrellas and fishing poles, safe and out of the way. ▲



Dan Goldberg's sail racks.



Dan Goldberg's sail racks.



It's the Little Things The Carolinas District Regatta

Nancy Collins, FS 3801



Photos courtesy of Stacy Brake.

The Flying Scot Carolinas District Championship was held in October [2010] on Lake Townsend, a little gem of a lake in the central Piedmont of North Carolina. It's a quiet 1500-acre lake with no jet skis or ski boats, just sailboats and the occasional bass boat that planes off and hides in the coves. This makes for smooth sailing on those light-air days when powerboat chop would slow you down. This idyllic location is the home of the Lake Townsend Yacht Club and Flying Scot Fleet 126. I had lived not half an hour away from this

lake for years and had never heard of it. Yet it is a great place for sailing, and sailing the Scot is what I love best.

There are sailing days that are just about perfect, and I sailed most of that weekend with a broad smile on my face. It was one of those weekends that you put away with those special saved memories. The wind was a stable direction (a special treat on little inland lakes) and a good speed of 10 to 15 knots. The temperature was just about perfect. The trees in their brilliant fall foliage reflected on the water.

Unfortunately, I was sort of sick. I had the last remnants of a cold, and occasion-

ally I coughed so hard that my sides hurt. So I really wasn't top of form. But if we waited until we were tip-top, we might never get to sail!

There were 13 Flying Scots from the hosting club (we are an enthusiastic bunch) and a total of 22 boats. And while it was a district race, we invited everyone, and we received at least one boat from Fishing Bay Yacht Club. He sailed very well. He had come down in June for our Mayor's Cup Regatta, and he came back in October.

The wind and the competition made the races exciting. There were moments

when you could hear the unmistakable thud of Scots colliding, and there were times when the person on your starboard hip would tack and you wondered how it would be to run into the trees.

Someone once said that the sailor who makes the fewest mistakes wins. Mistakes, or just equipment failures, are part of every regatta. It's the little things--the forgotten spinnaker pole, the old cheap spinnaker line, the wrong part in the wrong place--that slowed down some of us. Because I was sick or because of the excitement, we forgot the spinnaker pole on the first day. We couldn't decide whether to just sail wing-and-wing or to figure out a substitute. For the first race, our third crew used the boom crutch to hold the guy away from the boat, but we were still limited to sailing mostly straight downwind.

On Sunday, the wind picked up a bit and there were whitecaps. As the wind picks up, so does the stress and strain on the boat and its many parts. We had our spinnaker pole and no equipment failures, only the limitation of the short woman on board (me). Sometimes sheer determination is needed to motivate the spinnaker pole forward so it can clip on its ring. There were other spinnaker incidents among the competitors. One got snagged at the top and took some persuasion to talk it down. There were a number of unique and twisted shapes...and the spinnaker snap shackle that decided it should come undone, letting the spinnaker flap freely and ending up with the halyard at the top of the mast (hmm – they weren't going to be using their pole anymore – maybe they'd let us borrow it?!).

Then there were the broken items, like the hiking line that finally wore through and let go, releasing its load into the chilly fall lake water. The skipper, not to be deterred, executed a quick man-overboard procedure, hauling his crew by one arm up and out of the water and face down onto the sole of the boat. The jib was flapping wildly, and the skipper was encouraging his wet crew to sheet in. They lost only one boat position! And the gooseneck broke on one of the boats--at the dock, after the racing! Talk about lucky.

There were lots of little things done by the race committee that improved the

overall race. The race committee was comprised mostly of non-Scot sailors in the club. With the wind cooperating, the marks were true and the starting line held square to the wind. The race committee had already studied the winds and the predicted directions. The mark boats had

much. A great sailor and boat builder (Eric Ammann) told us one time that all the tricks and fancy rigging were for the hotshots, that it was simple things and practice that you needed to do first. He also said the most important equipment was the gray matter between your ears.



Photos courtesy of Stacy Brake.

placed the marks early, allowing the competitors to evaluate the conditions on the course. The race committee informed the competitors about the "Come within hail or follow me" ("L") flag. They also went over the 5-minute start sequence, as some people are used to different variations. After two windward/leeward races, the race committee signaled "follow me" and reset the course for the last race to finish downwind at the marina end of the lake. This got everyone to shore that much faster for the evening festivities.

Joleen Rasmussen, our enthusiastic and very capable PRO, asked the winner of all five races, John Aras, to discuss how he sailed so well. He talked about having your equipment in the best shape it could be. He talked about preparing the bottom and the centerboard and rudder. He also talked about preparation before the race--getting out to the race area and seeing what the winds were doing that day, noting the bearings of the shifts, and so on.

Of course, if you can't sail well, having a perfect boat isn't going to help that

From what I can put together, it often comes down to the little things, making sure you have all of your equipment well maintained, so it works when needed in tough conditions. Then there is the improvising (making do, recovering, continuing on); experience prepares us to know what to do to correct a situation. For all the times that the spinnaker has been twisted in an hourglass, I continue to try and figure out a better way to do it.

At some point I told the young man on our boat that, no matter how badly we're doing, I always stay focused on the race, because I will surely learn something, even if that something is to remember to bring the spinnaker pole! It is better to be out sailing than anything else.

Hats off to Pat Backus, winner of the women's trophy, for sailing in rough winds for the whole regatta, while her husband (who is usually skipper) played crew. Congratulations to Joe Brake and crew John Wake for winning the Carolinas District Trophy! And congratulations to John Aras for winning the overall regatta trophy! 🏆



Snowbird Special

Bronson Bowling, FS 2321

The Carolinas District doesn't get much snow. If you are lucky, your winter days, or at least your sailing days in winter months, are mild enough with calm breezes. Lake Townsend Yacht Club in Greensboro and Carolina Sailing Club in Raleigh offer at least one day a month of club racing throughout their winter programs. If you

keep your fingers crossed and the sailing gods find you in good favor, you'll have tolerable conditions. When your mainsheet gets wet and you've just finished rounding a leeward mark, thoughts of cozy fireplaces and hot chocolate take over as cold water soaks your gloves and apparent wind makes your ears numb. For some diehards, this is winter sailing. And their reputation as hard-core is

respected but not envied by all.

There is another breed of diehard. Others like me, as a self-proclaimed diehard, crave something more in the way of an enjoyable winter sailing event: a place where you can shake off the frost that winter has laid on your Scot, a reason worthy of wrapping up those "go fast" boat projects before the Great 48 [regatta hosted by Fleet 48 at Lake

Norman Yacht Club] in early May, and a chance for you to get a jump on new skills to keep your local fleet sailing behind you all year long. In most places, sailing in shorts in February is as misplaced as Christmas in July. This grail exists! I'm talking specifically about the George Washington Birthday (GWB) Regatta held at Lake Eustis, Florida. Let me make this very simple. There is no distance too great to travel to this regatta. All else is explanation.

Lake Eustis is located in central Florida. It's a relatively shallow lake, with plenty of room for a Scot but easy work for the race committee. It's a roughly circular body of water approximately six miles in diameter. The city of Eustis is similar to most central Florida communities. (Don't ask me what that means; it's just something that I've heard.) There are a number of golf courses, antique shops, and restaurants. Eustis isn't far from Orlando and Disney World. But I think the best thing the city has going for it is their sailing club. The Lake Eustis Sailing Club is situated on a narrow but long bit of lakefront with two launch ramps, well-planned docks, plenty of dry storage for the large Flying Scot and MC Scow fleets, and a junior program of 420s, Opti's, and Lasers. It is a racing club, and racing is what they do best.

For me (a native of Missouri), Florida was the land of rare beach vacations. I once had a postcard of palm trees and emerald waters hanging on the refrigerator for six months in anticipation of spending a week barefoot with salty warm breezes whipping around my ears. Florida has that effect on people. So it's easy to understand why, when I heard through the Flying Scot Forum that there was a regatta in central Florida over Presidents' Day weekend, I got right to planning time off. The 2010 Flying Scot Midwinters was coming up and I had new crew. I didn't want to be rusty. I wasn't sure what was in store for me then, but I figured that giving the boat a shakedown before the trip to New Orleans couldn't hurt. Man, I don't have great ideas that often, but that was one of them. That was last year, and at the time of this writing, I've just returned from my

second visit to the GWB Regatta.

Something about this regatta is special. After driving nearly 20 hours, I arrived at the club in long pants and long sleeves. The lake was glass calm. Who's disappointed?! It's 75 degrees! It was beautiful! And how many sailors say that about a lake becalmed? Priority numero uno was to ditch the heavy threads and throw on the floppy floppys. You can't tell someone you're wearing floppy floppys and not smile. After stowing my gear, setting up camp (plenty of room at the club for RVs and campers), and washing 1200 miles' road grime off the boat, I settled in to an easy chair to enjoy the setting sun. A word on this: club members have a beautiful vantage point to watch the setting sun directly across the lake. From the time that the sun touches the

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horizon until it has disappeared completely from view, not a word is spoken. Silence. How this rule came about, or how it is so uniformly self-enforced, is a testament to mankind. Ok, maybe that's a stretch, but it is remarkable. The setting of the sun here is a time of tremendous beauty and self-reflection (if you're into that). I admit to taking a few pictures of things like a cup of cold beer, the horizon, and a palm tree to show to my jealous friends.

Racers—coastal and inland alike—are challenged on these waters. If you think you're pretty hot stuff at things like predicting shifts and calling the favored side, I think you'll be humbled by this lake's behavior. For example, on Saturday, the

lake was calm but the flags 20' high were floating straight back. We raced in 4- to 5-mph winds without a bit of texture on the water. Try to read a shift in that! On Sunday, oscillations were working through 40+ degrees and if you got out of phase, it hurt BIG TIME. Keeping that in mind, seeing how you stack up against 35+ Scots' tactics is quite the feedback to your skill level. These conditions, coupled with the fact that they're suffering withdrawal from not sailing, are a few of the reasons that some of the top sailors in our class show up. There's plenty of opportunity to learn something new from them, both on and off the water.

All successful regattas take many hard-working people—the race committee, parking directors, volunteers putting the lunches and dinners together, and everyone working behind the scenes. One uniform variable I found was the positive attitude of the participants, at all levels. Getting caught up in a conversation about the best books on tape, being asked if you require any help finding anything at the club, and having someone bring you a cold beer because he/she saw your hands were empty are some examples of the pervasive positive 'tude. Where does it come from? Perhaps it is the snowed-in types that chose Eustis who are just thrilled to thaw out their sails and get warmed up for the season. Maybe it's the draw of so many talented skippers that set the bar so high. More likely it's Lake Eustis Sailing Club's 41 years of experience at hosting the GWB, creating a family event, bringing youth and friends together. Whatever it is, this event is known for stiff competition on the water, well-hosted socials on land, and a warm "family" welcome.

When January 2012 rolls around and you're in a bit of a funk (not sailing will do that to you), take heart. The 42nd Annual GWB Regatta will be only a few short weeks away, always held Presidents' Day weekend. It's not too early to pack your bags and hitch up the boat. These preparatory activities will take the bite off the winter air. Be a snowbird for a week, or at least the weekend, and find out what it's like to sail in shorts in February. ▲

Racing at Cedar Point during the 2007 Wife-Husband Championship.



Photo courtesy of Chris Johannessen.

Cedar Point Yacht Club—Home of the 2011 Flying Scot North American Championships.

Two Long Island Fleets To Cohost 2011 Flying Scot North American Championships

Neil Farrow & Marcia Ryan

Photo courtesy of Hank Sykes.

Two Connecticut-based Long Island Sound yacht clubs will have the honor this summer of hosting the premier event of the Flying Scot class—the North American Championships (NAC). While the event will take place at Cedar Point Yacht Club in Westport between July 9 and July 15, both Cedar Point (Fleet 177) and neighboring Sprite Island Yacht Club (Fleet 142) in Norwalk will be hosting it. The two Connecticut fleets have a lot to

live up to in hosting the NAC. The 50th anniversary event, hosted by Fishing Bay Yacht Club in Virginia in 2007, drew 101 boats and has been followed by well-organized events at Toms River (New Jersey), Ephraim (Wisconsin), and Bay-Waveland (Mississippi).

Both Cedar Point and Sprite Island Yacht Clubs have active Flying Scot fleets. The Cedar Point fleet is the smaller and younger of the two. Historically, Fleet 177 was formed in 1992 and had a

number of homes along the Connecticut coast before becoming established at Cedar Point in 2005. The club is situated at the mouth of the Saugatuck River, and the fleet races every Saturday between Memorial Day and Labor Day. The Sprite Island Flying Scot fleet, founded in 1980, is the principal one-design fleet at the club, and fleet members race every Sunday afternoon throughout the summer. Although most of the events for this year's NAC will be held at Cedar

Point Yacht Club, participants will have an opportunity to see the wonderful home of the Sprite Island fleet, as a clam-bake is planned on the island following Tuesday's racing.

Cedar Point Yacht Club, which is nationally recognized for its excellence in race management, is well suited to host an event of the size of the Flying Scot North Americans. The club has a paved dry stall area that can accommodate more than 150 dinghies and two high-speed cranes to facilitate launching. All boats will be dry sailed during the events. Racing will take place on Long Island Sound at the mouth of the Saugatuck River within easy reach of the launch point. To help competitors prepare for the event, tide charts and links to local weather resources are accessible from the event Web site.

The event will benefit from Cedar Point Yacht Club's racing tradition. Cedar Point Yacht Club is built around sailboat racing and has developed an excellence in race management that was recognized in 2007 when US SAILING awarded Cedar Point the One-Design Club of the Year Award. This was the second time the club took home the award. Cedar Point has hosted many major racing events, including the 2005 US SAILING Youth Championship, which was attended by 150 top junior sailors. More recently, in 2009, Cedar Point was host to the extremely successful Thistle National Championship attended by 83 boats.

Both the Sprite Island and the Cedar Point fleets have experience in hosting Flying Scot regattas. In 2006 and 2009, the fleets hosted the Greater New York Districts; in 2007, Cedar Point hosted the Wife-Husband Championship; and every year the Sprite Island fleet hosts the popular Douglass/Orr Regatta.

The principal race officer for the North American Championships will be Cedar Point member Dick Thackaberry. Dick has a wealth of experience as a PRO and runs excellent events for multiple one-design classes every season. His most recent major events as PRO were the 2009 Thistle National Championship, the 2008 Thistle Long Island Sound Open District Championship, and the 2003 Lightning North American Championship. Dick

will be supported by a highly qualified volunteer team and club staff, which together bring many years of experience running large regattas.

In accordance with the class rules, the NAC is a six-day event. The first day comprises the Women's and Juniors' Championships. The main event starts the next day with two days of round-robin racing, after which the fleet is split into two divisions for the remainder of the regatta, each racing five races over three days. The quality of racing is very high; the event often draws several nationally ranked skippers from other classes, and great competition opportunities exist at all levels.

A number of events are planned around the regatta to help all participants become more competitive. Prior to the event, the team from North Sails One Design will be presenting a Tuning, Rigging, and Sailing Seminar. The seminar will explain the theory and practice of setting up a Flying Scot to achieve maximum performance. The North Sails team will be available to answer questions and will provide advice on getting the most from your Flying Scot. In addition, the North Sails team members have planned on-water events, such as videotaping competitors to help them improve their tuning and boat-handling techniques.

Following each day of racing, a "Hot Scots" event is scheduled. Winning skippers and crews from the day will provide a debriefing to all participants to share how they approached the day's racing and how they were able to be successful. The intention is that there will be lots of interaction at these sessions, so that all competitors can learn from the leaders.

To increase the opportunity for competitors to improve their racing skills and knowledge at the event, the organizers have arranged for local sailing celebrity Dave Perry to give a seminar after the first day of the main competition (Monday, July 11). Dave is a world-renowned expert on The Racing Rules of Sailing, a senior certified judge, and chair of US SAILING's Appeals Committee. The title of Dave's seminar is "The Racing Rules You Need to Know in Crowded

Situations" and, if it is like Dave's previous presentations, it promises to be both educational and very entertaining. (The Dave Perry seminar will also be open to sailors outside the Flying Scot Championships; the \$40 cost [\$20 for juniors] includes a buffet dinner, beer, wine, and soda. Reservations are required: for ticket information, please e-mail fs2601@aol.com.)

Apart from the racing activities, competitors and their families should have a great time while on land. They will have access to the grounds and beaches at both clubs, in addition to playgrounds for children, and club members will be organizing a variety of entertaining games and activities for all ages. The location of the Sprite Island Club, a seven-acre island accessible only by club launch, is particularly spectacular. The island has an intrinsic natural beauty and is one of the treasures of the Connecticut shore. The local area has a host of other attractions, including the renowned Norwalk Aquarium and the amusement park at Rye Playland. A little further away, but easily accessible by train, is New York City, and about an hour's drive to the east are the Foxwoods and Mohegan Sun casinos and the Mystic Seaport museum.

Sponsors for the 2011 Flying Scot North American Championships include Coral Reef Sailing Apparel, Diageo, Flying Scot, Inc., Gus Sails, Heineken, Mad Sails, New England Ropes, North Sails One Design, Outdoor Sports Center, PhotoBoat.com, Schurr Sails, Sea to Summit, and West Marine.

The 2011 Flying Scot North American Championships is shaping up to be a tremendous event. The regatta will provide both national-level competition and a chance for less-experienced sailors to gain valuable pointers to improve their sailing through the various educational events planned during the regatta. Don't forget to check out the Web site for the details of the event, social activities planned, and the great hotel deals secured for participants. For more information, please contact the regatta chair, Melanie Dunham, at fs2601@aol.com or visit www.fssa.com/nac. ▲



2010 Carolinas District Championship

Joleen Rasmussen

Lake Townsend Yacht Club is in the groove when it comes to hosting enjoyable and “fun for everyone” regattas. What’s their secret? Good wind? Good race committee? Good food? Of course, those are the obvious success factors, but it takes more than the top three to have a really great regatta. It’s a combination that Lake Townsend has been working on for the past several years. The mix combines the efforts of many, many club members; a willingness and ability to quickly respond to feedback and inquiries; an attention to detail; and a desire for everyone to feel welcome, have a great time, and want to come back! One visitor summed it up as a “friendly and well-organized” event.

Chronologically, it went something like this.

Date: Picking the date should be the easiest thing to do, but it almost never is. There are only 52 weekends in a year; only half of those are good candidates for a Districts regatta; and of that half, two-thirds are already taken up by other events. The Board decided early in the spring on the date for the regatta that didn’t conflict with other area or district events. The options quickly settled down to two choices, and the Board selected the 4th weekend in October. Typically, it wouldn’t have been a Board decision, but with strong Flying Scot fleet representation on the Board, and the expectation that the whole club would be supporting the event, it was beneficial to have full Board support and engagement. The Organizing Authority (OA) for the event was the Board/club/fleet.

Notice of Race (NOR), Event Souvenir, Prizes: It’s always good to get the NOR together early. Having no errors in the NOR is also a plus. Figuring out how to price the

event can be a time-consuming task, or the price can be based on what the OA wants to charge and how much risk of incurring a loss the OA is willing to take. In general, LTYC works to keep the cost of attending its regattas low and, based on the successfulness of its regattas for the past 10 years, is willing to absorb the risk. To complete the NOR early, the OA needs to know shirt price, how much to budget for food, and what the trophy options are going to be.

Shirt Price: Since the event was going to be in October, and since everyone already has a plethora of T-shirts, a sweatshirt was the popular option. With just a couple of phone conversations with the club’s preferred apparel vendor, the OA determined that it could do a one-color, front-screen-printed sweatshirt for \$18.

Shore Expense: For three meals on Saturday and two on Sunday, the OA wanted to charge no more than \$20 per person. When asked on Saturday whether “dinner only” was also \$20, the immediate response was “Certainly not; \$10 for just Saturday dinner.” (Suggestion for next time: Saturday-dinner-only option.)

Prizes: With the idea that it is good to recognize many participants, a Masters’ trophy, a Women’s trophy, and an overall regatta winner that did not require Carolinas District membership were included, along with the District Championship awards.

The OA wasn’t as early as it would have liked with the NOR. Even so, ten weeks before the event was still a good time frame. A couple of club members new to preparing NORs learned how many painful iterations an NOR can go through. In spite of all the reviews, there were still errors in the NOR. The text on the cost of the event didn’t match the form. Fortunately, most people

paid more attention to the form than to the text. The NOR stated that competitors needed to be members of the Flying Scot Sailing Association (FSSA). As it was not the intent of the OA that crew members also had to be FSSA members, the OA used the Sailing Instructions (SIs) to clarify the FSSA membership requirement. With the Scratch Sheet activity, the OA got advance notice that 50+ was a bit young for the Masters category, so the regatta chair surveyed the competitors at the end of registration for any objection to an NOR change to take the age to 60+. With no hint of objection or concern from anyone (except the judge), the NOR change was announced at the competitors’ meeting and posted. If no female skippers registered, the OA was prepared to convert the Women’s award to the best-placing female crew member. (Suggestion: Add special awards for all the Juniors competing.)

Event Art: Taking pride in artwork designed by a club member—and having the ability to include the artwork in the NOR, the shirts, and the trophies—for the past five years LTYC has been passing its pride on to the regatta participants. Initially, the thought was that racers would purchase more shirts if the artwork on the trophies was also on the shirts. Not sure this ever happened, but the club continues the practice since the result is so nice.

Door Prizes & Favors: Sailors like freebies. Companies that specialize in Flying Scot equipment are happy to donate items for the sailors and its fun when everyone wins a prize. Enough door prizes for one per boat, plus a chance to win one of two extra-special door prizes, keeps everyone’s interest during the door-prize drawings.

Silent Auction: Favors, door prizes, and

a silent auction—isn't that a bit much? No, not when the silent auction is a watercolor by founding club member and fellow Flying Scot sailor Carol Moates. Interest increased noticeably when it was announced that the painting would be modified to have the boat color and hull number of the winning bidder's boat. Half of the boats participated in the silent auction, with lively competition and camaraderie during the last 15 minutes of the bidding.

Trophies: With the goal of awarding attractive/useful trophies, Little River Crafts suggested engraved thermoses, coasters, and, for the Women's award, a bamboo cutting board engraved "Girls Rule."

Pre-Event Communication: About a month before the event, a Facebook page was set up. A Participation Scratch Sheet, using Google Documents, was posted on the Internet for participants to indicate their interest. There was a two-week turnaround on the sweatshirts, so at three weeks prior to the event, the OA started checking with those who were thinking about attending, to get a preliminary head count/shirt-size count. This preliminary information was for LTYC planning/preparedness purposes only; competitors were under no obligation. Two weeks before the event, an e-mail was sent out both to those who had indicated interest in the event and to area fleets. The e-mail promoted the event, provided contact information, and again requested feedback from those who were thinking about attending. At one week, another e-mail went out to get a better idea on the number of dinners that would be needed and to promote the encouraging weather forecast. Midweek before the event, there was a final e-mail touting the door prizes, the dinner menu, and the weather forecast and providing contact information for any questions. Perhaps the e-mails should have started a bit sooner and the information should have been presented in a slightly different order, but the general idea was to have the e-mails different enough that potential participants would read all of the messages.

Quick Registration: With a very active pre-event scratch-list communication, sailors walked up and, if prepaid, were handed their packet and shirt as they walked by the registration table on their way to breakfast.



If not prepaid, registration took only as long as needed for the sailors to count out the cash or write a check. Many sweatshirts were immediately worn, as there was a chill in the air on Saturday.

Sailing Instructions: The SIs need to be easy to read and encouraging to competitors. Select a couple of courses that fit the expected wind conditions yet provide variety to the racing. Even though sailors have started to ask why we are always doing Windward-Leewards, the PRO kept the preferred Windward-Leeward course but added a Windward-Leeward Downwind Finish, so that, if the forecast was correct, the last race of each day could be different

and could be a downwind finish, close to the marina. With 20+ boats at the start, the PRO selected a weather offset and gates. Knowing that some of the competitors did not often use offsets or gates, the PRO reminded the competitors to round the offset mark and explained the gates, along with shortening at a gate. The sail bags from Schurr Sails to hold the SIs and keep them dry were a nice surprise and were very well received. And the bags contained decals and bumper stickers from FSSA that promoted fleet pride.

Competitors' Meeting: The competitors' meeting is the official start of the weekend's festivities. It also sets the tone for the whole regatta. The OA used the meeting to promote the weekend activities; recognized the different fleets represented, those who traveled a bit, those who have been sailing Scots for many years, and those who were first-time competitors in this event; then turned the meeting over to the PRO. The PRO made the competitors' meeting informative for the sailors. She covered the items in the SIs that would be of interest to the sailors. She reviewed the 5-minute starting sequence with actual flag demonstrations. The PRO covered the courses that the sailors could expect to sail, called attention to the offset mark, and explained how to sail through a gate and how the course could be shortened at a gate. She advised that, with the expected wind direction, she would probably do a downwind finish the last race of each day, so that the sailors would have a short sail to the docks. The PRO even reminded the sailors that, unlike an upwind finish, Rule 18 is in effect at a downwind finish even for boats on opposite tacks.

Lunch: The OA set the competitors' meeting time so that there was a comfortable window for lunch before sailors would need to head out to the course. Sandwiches were ready for pickup after the meeting.

Race Committee: Having one person on race committee (RC) who was very familiar with the club equipment, and with each boat captained by very seasoned racers who knew the importance of RC leaving the dock with ample time to set the course, RC only had to wait for the restroom line prior to leaving the dock. The PRO pulled

Continued On Next Page



rank and any RC member in line was permitted to cut. Interestingly enough, only RC members objected; the racers want RC to start on time. There is a reason US SAILING promotes RC members having current racing experience. Though most of the RC members had not worked together before, with experienced racers at both ends of the racecourse and on the signal boat, everyone was quickly in position and decisions were made and promptly executed. Twenty minutes after the race committee left the dock, the course was set...and the wind held.

Competitors: Twenty-one boats from four Carolina fleets and two out-of-district boats attended the regatta. Scot sailors ranged in age from 8 to 80. Some had been racing Scots since the '70s and others were first-time regatta competitors.

Racing-Day 1: As the racers arrived off the course, they found their hearts' desire: RC ready and perfect wind conditions for Lake Townsend (straight down the lake, moderate velocity, 10-degree shifts). Targeting 40- to 50-minute races, and the winds dropping just a bit, RC kept the two laps but shortened the leg of the course just a bit by moving the gate marks closer to the signal boat. RC adjusted the gate marks first to tempt the sailors to use the starboard mark, and then to adjust for a wind shift, one time by swinging the gate on the port mark such that the port mark became the starboard mark. The finish line was shortened for each race. RC adjusted the offset location after the first rounding. As the wind velocity changed, RC adjusted

the course to keep the races at around 50 minutes for the first finisher. Race 1 and 2 had winds from 3 to 10 knots. With four OCS boats in Race 2, RC executed an SI change on the water, and switched the start/finish mark to a tall cylinder rather than a small sphere. For Race 3, the winds lessened to 5 knots. For the last race of each day, RC hoisted the "L" flag, started the motor, raised the anchor, dropped below the gate marks, raised AP, and set the new starting line for the Windward-Leeward Downwind Finish course. As soon as the sailboats were in the new starting area, RC was ready to go into sequence.

Ok, but how about the racing? Competition was tight throughout the fleet. Whether middle-of-the-pack, towards the end, or one of the leaders, everyone had boats to beat, with action-packed mark roundings amidst shouts of "starboard" and "room." At the first mark rounding of each race, perhaps 3 to 4 minutes separated the first and last boats, stretching to double that for the second weather rounding as the course variances allowed the skippers to apply their skills. Some skippers had their spinnaker poles set, ready to hoist at the offset mark. Most skippers picked up on the fact that, though the wind was coming straight down the lake, the shore effects were still prevalent, with the left side of the course (the golf-course side) favored. And, of course, those skippers who were as tuned in going downwind as upwind, and who stayed on top of the small wind shifts, generally placed better in the standings. Even so, the finish lines were crowded as

the competitors arrived at the line in waves.

One skipper learned that he had a practically perfect man-overboard drill. After Race 1, the skipper decided it would be good to put on life-jackets. Heading upwind, Crew lost his balance and fell off the boat. Skipper immediately tacked to port, jibed around, tacked, then jibed a second time, headed upwind, sailed alongside Crew, and hauled Crew up into the boat into a facedown sprawl, half on the side and the rest on the floor. The boat lost only one place and a bit of distance during the maneuver.

Social & Dinner: RC remained on the water and followed the competitors to shore. This allowed RC time to have the results ready to post upon shore arrival, and the competitors appreciated RC's continuing availability. Being on the water makes everyone very hungry and thirsty. Having a large spread ready, with plenty of beverages for everyone, is a must. Doing door prizes at the end of the social before dinner helps with the transition to dinner. The Junior sailors were invited to run the door-prize drawings, selecting the prizes, drawing the tickets, calling out the numbers, and hustling the prizes off to the recipients. It was very appropriate that the district governor won the Flying Scot tie from FSSA. The sailors were pleased to receive spare boat parts provided by Flying Scot, Inc., and Little River Crafts and NASCAR hats and shirts from Gunn Automotive were very popular (the event was in NASCAR's home area).

It is better to overbuy on the dinners by 5

to 10 meals than to have to tell a competitor there are no more dinners available. Being able to confirm the dinner head count at the end of registration is great, if it can be arranged. With the meals being catered by a club member's extended family, the OA was a bit more sensitive to having sufficient food, as the extended family needed to enjoy the event as much as the competitors. Through the efforts of the family, the OA was able to provide a meal different from the typical regatta barbeque. Grandmother's Chicken Delicious recipe was a great hit, as was the lasagna. The homemade cake, decorated with love with the Flying Scot logo, was a very special treat.

Sunday Breakfast: On Sunday, 9:00 A.M. arrived very early. Club members walked up and down the rows of boats and made sure everyone knew there were hot casseroles for breakfast up at the shelter. There wasn't a skipper who wouldn't allow his crew to break from boat rigging to grab a hot breakfast. With a 10:00-A.M. first signal, with missing competitors and coordinating alternate crew arrangements, and with

most of RC showing up after 9:15, the PRO passed the word that RC might be running on the late side. In spite of the 9:22 dock departure, RC still had the course set by the time the first signal was due. The PRO sent the mark boat to the docks to check on the last launchers and make sure everyone was out in the area before dropping AP at 10:09 for a 10:10 start of the sequence.

Racing-Day 2: Two perfect days? Hard to imagine, but the Districts were proof that it does happen. The winds on Sunday were several knots heavier than Saturday and only slightly more shift (20 degrees rather than 10). This added variety to the racing conditions from Saturday to Sunday. RC set up longer starting lines to allow for the heavier wind, along with setting a longer leg to keep the races at 50 minutes. With the winds picking up to 13 knots, a few boats retired after finishing the first race. RC recorded winds at 17.8 knots during the fifth (and last) race of the regatta.

Results: It is possible to have preliminary race results ready to post when the signal boat docks. It takes just a few minutes dur-

ing one leg of each race to tally the prior race standings and then a deliberate, delayed, slow motor behind the fleet heading back to the docks to update the last race of the day. Interestingly, it is also something that sailors don't expect, and they are very pleased when it happens.

Lunch & Awards: It is very important not to send sailors on the road hungry. A hearty lunch of chili and cornbread awaited the sailors and gave time for everyone to gather after boat de-rigging. John Aras, the overall regatta winner from Annapolis, gave a short lecture on three areas of performance improvement: boat preparation, on-the-water preparation, and "getting out of the boat" (get your head out of the boat and look up the lake, even when going downwind). With four boats taking first-place honors in the different categories, and prizes five deep for the Districts, many competitors carried home trophies as keepsakes of this great regatta. Added to that, everyone who was able to attend this event was a winner, as it was a totally fun, practically perfect, top-notch regatta. 🛥

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2010 Pass Christian
Lipton Team

Photo: Richard Heausler

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Update: The Flying Scot Foundation

Sandy Eustis, FS5610

We've had a very positive overall response so far to the general membership mailing that went out to all of you in early January. Since the first of the year, and as of this update (March 14, 2011), we have received almost \$11,000 in new donations from 55 FSSA members, including a magnificent \$5000 "Commodore's Circle" gift in memory of long time Scot sailor Jack Orr, from his son Jonathon. I remember being trounced regularly at NACs and Mid-Winters by the father-son Orr team way back in the 1980s, and I found myself fondly remembering several long-ago conversations with Jack, plus a few NAC races where I was fortunate enough to be crossing tacks with the Orrs and not waaaay behind them! What a wonderful way to memorialize a super competitor and a true

gentleman on the race course, Jonathon. We also received a Charter Donor memorial donation honoring Jack Rudy, the original owner of #4321 "Blastoff." Jack was the Fleet Champion several times at Fleet One in Cincinnati back in the 1980s, and a personal mentor whom I chased around the race course for many years. More recently, we've received a couple of memorial donations honoring Jeff Penfield of the Sarasota Sailing Squadron, who passed away just before his club hosted our recent 2011 Mid-Winters. Jeff was another true gentleman, competitive at the highest level right to the very end of his life. Jack Orr, Jack Rudy, and Jeff Penfield – I miss them all. Isn't there someone YOU want to memorialize with a donation to the Foundation?

I need also to recognize Fleet 192 from Stone Harbor, New Jersey. Under the lead-

ership of Ted Ramsey, several members of that fleet have now collectively donated over \$1000 to the Foundation, thus becoming the first Flying Scot fleet to achieve Charter Donor status. We have a lot of very active fleets in the FSSA who have hosted national events, provided multiple NAC champions and/or FSSA officers, and which have many more members than Fleet 192. Please take that as a challenge, all you Fleet Captains out there! Contact me directly if you want to take on this challenge, and I'll give you the details.

At present, we stand at \$36,315 in donations and pledges from 92 donors, including 2 \$5000 donors, 19 individual \$1000 Charter Donors, and 1 fleet Charter Donor. There's still plenty of time for YOU to send a Charter or a Memorial donation before the June 30 deadline for recognizing Charter Donor status. ▲

Two Proposed CMRs Unanimously Approved

NOTE: These two proposed CMRs were unanimously approved by the Board of Governors at the 2011 Midwinter Meeting and become effective with the publishing in Scot n' Water.

Proposed CMR for Spinnaker Pole Storage

It has come to the attention of the Committee that a number of boats have been rigged to store the spinnaker pole on the boom primarily for ergonomic considerations since there is no performance gains maybe even a loss. If the pole is attached near the gooseneck, the end of the pole would seem to infringe on the requirement of TS Article S-III para 5. b. in that the "after eight (8) feet of the boom must be without any protrusion that might catch the rigging of another boat". To comply with the intent of this provision the pole must be attached in such a way that the pole is fixed with the aft jaw

in the up or down position which would preclude this jaw, that extends into the "after 8 feet" from snagging the rigging of an overlapped boat. And as long as the pole was free of any other protrusions that might snag the rigging, the storage system would meet the intent of Article S-III par 5.b. With the above in mind we are proposing the following CMR to the Board of Governors to clarify that the ergonomic decision of storing the pole on the boom is permitted.

CMR 84

Storing the spinnaker pole on the boom does not conflict with the requirement of Article S-III par 5. b. that "the after eight (8) feet of the boom must be without any protrusion that might catch the rigging of another boat" provided that the following criteria are met:

1. The pole shall be attached to the boom such that the aft jaw is fixed in

either the up or down position and shall be free of any protrusions that might catch/snag the rigging of another boat.

2. Any hardware to support the stored pole shall be attached forward of "the after 8 feet of the boom."

This CMR "grandfathers" all boats so rigged that meet the above criteria.

Proposed CMR for Sail Purchase

The current wording in Article S-IV paragraph 3 of the Specification has the requirement of limiting the purchase of new sails to one set per year. The idea behind this requirement is obviously to prevent the perception that "money" wins by buying a new set of sails for each major regatta. What is not as clear as it could be is the definition of the year and the exceptions for a newly purchase new or used boat. This lack of clarity caused a problem for some competitors at the

Continued On Page 21

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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.

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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.)

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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...

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Stainless Steel Mast Sleeve...

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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.



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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

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

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

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. **\$3000**. 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

5079 - Flying Scot built in 1996. Gray deck, white hull. Top racing record. 3 North jibs and mains, 3 Sobstad chutes. Dry sailed. Inside winter storage. Deck/bottom covers. Aluminum trailer. Custom designed racing set up. **\$9500**. Located in Duxbury, MA. Contact: Ned Lawson, 781-934-7272, nedlawson@gmail.com

5178 - Flying Scot built in 1997. White deck, black hull, North Sails, spinnaker, cover, rudder bag, galvanized trailer. **\$7700**. Located in Stuart, FL. Contact: Tom Goaddard, 772-692-9117, tomgoaddard@aol.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

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

5503 - Flying Scot built in 2003. Bought new in May 2005. White hull and deck with blue waterline. North Sails and spinnaker on long galvanized trailer. Race rigged by David Neff. This boat has only been used to race at GRSA. Excellent condition **\$10,500**. Located in Chesterfield, VA. Contact: Thomas Westendorf, 804-748-7090, tates37@msn.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

5729 - Flying Scot built in 2007. Hardly used pristine condition. White hull and deck. Radical racing package, 2 sets of North Sails (1 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

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

5853 - Flying Scot built in 2009. New-less than 20 hours in water. Cream hull and white deck w/ dark green waterline & trim stripes, and mahogany centerboard cap. Aluminum trailer, motor bracket, swim ladder, much more. Incl. 2009 Yamaha 4 stroke 4hp new outboard. **\$14,950**. Located in N. Florida, Contact: Paul Gleasman, 850-575-8279, pgleasman@ramflorida.com

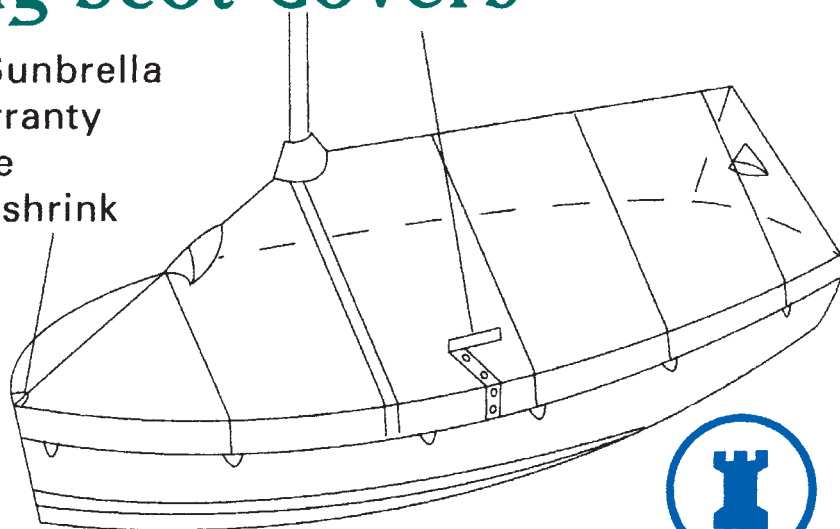
5868 - Flying Scot blt in 2009. Like new. White deck/hull, dark blue waterline and trim stripes, varnished mahogany centerboard cap. Radical race package. Trailax alum. trailer, spare tire. North trailering and mast covers. Motor bracket, swim ladder, grab rail, mainsail flotation, TackTic compass. **\$16,500**.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

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Full-sided	\$572	\$588	\$591

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

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Typically lasting 7-10 years	Industry norm is 5 years
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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



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Webster Groves, MO 63119

**Check
fssa.com
for updated
information
& race
postings.**

Atlantic Cost Championship Regatta this past year. The proposed CMR it to clarify these areas.

CMR 85

Intent - It is the intent of Article S-IV paragraph 3 of the Specification to limit the number of new sails added to a boat's sail inventory to one new main, one new jib and one new spinnaker per calendar year (1 January to 31 December).

Exceptions - A newly acquired new boat purchased from a licensed builder may have two new mains and/or two new jibs and/or two new spinnakers added in the first calendar year. A newly acquired used boat may have two new mains and/or two new jibs and/or two new spinnakers added in the first calendar year provided all the sails acquired with the boat were manufactured more than three years prior to the year of the boat's acquisition. If the used boat has a set of sails that are less than three years old the owner is limited to one new main and/or one new jib and/or one new spinnaker in the first year.

A new sail is defined as a sail manufactured less than three years prior to the date of acquisition.

A sail is considered added to a boats inventory when it is used on the boat in a race which will have the score recorded and tallied. - Bob Neff, Chief Measurer

STARTING LINE

STARTING LINE Calendar Of Monthly Events

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

www.lakenormanyachtclub.com
Theme: "Scots and Scotch"
Info: 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

Info: Marty Sweterlitsch 614-223-9367 (day) 614-890-0072 (evening)
msweterlitsch@beneschlaw.com

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

For more information contact
Fred Breekland,
breekland@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

2011 Women's and Junior Regatta Deep Creek Lake, MD July 23-24, 2011

Contact Geri Meehan at
gfmeehan@gmail.com or call
301-387-7890 starting May 15, 2011.

Wife Husband Championship Delavan Lake Yacht Club Delavan Lake, WI July 30 and 31, 2011

For more information
contact Larry Kmiecik
larry@kmiecik.com

2011 New England Districts Sandy Bay Yacht Club (www.sandybay.org) Rockport, MA 01966 August 6, 2011

(weather date August 7, 2011)
Info: Chuck Nicolosi 978-546-3959
or cnicolosi@verizon.net

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

New York Lakes District Championship Skaneateles Sailing Club August 20 and 21, 2011

For more information contact
Rebecca Dickerson 315-263-0550
rjdickerson@gmail.com

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



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