

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 55 NUMBER 6 2011

MIDWESTERN DISTRICT HIGHLIGHTS



Dominant.

North Americans

2011	1 st
2010	1 st
2009	1 st
2008	1 st

Midwinters

2011	1 st
2010	1 st
2009	1 st
2008	1 st



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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.



The FSSA is on Facebook and 419 people have joined so far. Visit Facebook and search "Flying Scot Sailing" and join the group for the latest sailing news.

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From the President

Diane Kampf, FS 5857



Dear fellow sailors,

I want to talk a little about the very prestigious Flying Scot **Fleet of the Year** award. You may wonder just what it takes to be named Fleet of the Year. The award has been won by many different fleets, both big and small, and from big and small yacht clubs alike. It has long been thought that your fleet has to host a national event to win this award, but the regattas do not have to be national in nature to be scored for this award. Many factors are considered, and most have to do with encouraging membership in the Flying Scot Sailing Association (FSSA) and getting people into Flying Scots. Here are the factors that are considered:

- The number of members in your fleet and the percentage that are FSSA members
- The number of new members in your fleet in the past year
- How many Flying Scot races are sponsored by your fleet
- How often you put five or more Flying Scots on the starting line in local races
- Using Flying Scots in your sailing instruction programs, either for juniors or for adults
- Regattas hosted by your fleet this year
- Whether your fleet acts as race committee for another fleet's regatta

- How many of your fleet competed in the (1) NAC (2) Midwinters (3) Wife-Husband (4) ACC (5) Districts
- Whether your fleet has a newsletter
- How many *Scots n' Water* articles were written by members of your fleet this year
- Your fleet's creative ideas to encourage fleet growth
- Your fleet's creative ideas to encourage FSSA membership
- Special activities your fleet sponsors—clinics, special social events, fun races, etc.
- Members of your fleet involved in FSSA leadership--Executive Committee or District Governor
- Members of your fleet certified by US SAILING

I want to emphasize that you do not have to be a big yacht club to put together the activities to win this award. Our fleet is with Massapoag Yacht Club, a very small club with a screened pavilion on a small lake in Sharon, Massachusetts. We have worked hard to grow our fleet; to be active in racing and social events, sailing and race instruction, and clinics; and to encourage people to buy Flying Scots and join FSSA. We did think we were not going to be considered for this award, but we submitted the entry in 2006 and were awarded the trophy! We have tried

a few times since then but have not won the award again. We will continue to try and work hard and will submit our form in any year we feel we have been active enough.

Here are the recent winners. You can reach out to them to see what they are doing to stay active and keep the fleets alive and prospering:

- 2008—Fleet 177, Cedar Point Yacht Club, Westport, Connecticut
- 2009—Fleet 163, Lake Nockamixon Sailing Club, Telford, Pennsylvania
- 2010—Fleet 96, Southern Yacht Club, New Orleans, Louisiana
- 2011—Fleet 6, Deep Creek Lake, Deep Creek, Maryland

You need to have an active fleet that encourages fleet and FSSA membership. So think about the activities of your fleet over a year's time and go ahead and apply for the Fleet of the Year award this year or in a coming year. You might just win it and put your fleet's name on that trophy, along with the other fleets that were very active, worked hard, and won the privilege. Remember, your fleet cannot be considered if you do not submit an entry. And you'll never know if you can win it unless you try. I hope we see your fleet in nomination in the near future. ▲



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

From the Editor

Kay Summerfield



Letter to the Editor of *Scots n' Water*

I feel it necessary to write a response to the article that appeared in *Scots n' Water* (Vol 55, #5) by Larry Vitez concerning the halyard system on the Flying Scot. I am amazed when part of Sandy's original design is dismissed based on a limited amount of experience. Sandy Douglass spent years developing the Flying Scot design and thought out every detail carefully including the halyard system.

Like any system, a little knowledge, care and maintenance are required to keep the Flying Scot halyards running smoothly. Sailors on community boats, like those that Mr. Vitez manages, are sadly lacking in this department. This is why we developed the rope system for use on community boats and worked with Mr. Vitez to help him convert his

boats. We did this even though the loss of the winch crank sales to his organization would surely break us. ☺ lol

For individual owners, I think Sandy had it right with the winch. It provides the power to lift the large Scot main so that the sail can be fed into the track and easily hoisted by one person. There isn't any excess line to deal with in the cockpit when the sail is up. The winch provides a wide range of adjustment that can easily be made under sail. The halyards are all wire which has a long life and is relatively inexpensive when compared to the rope to wire halyards.

In our experience, new owners may experience some of the problems Mr. Vitez describes, but after a short time these problems melt away. They soon learn how to release the tension with-

out breaking the crank or store it so that it doesn't end up in the drink. A little lubrication maintains its quiet and smooth operation. Hoisting with tension on the halyard and proper adjustment of the backlash brakes prevents tangles and overlays. We have a detailed explanation of how to use and maintain the winch in the "How to" section of our web site at www.flyingscot.com.

The Flying Scot Sailing Association specifications require the halyard winch and I think it should stay that way. In considering the rope system vs. the current winch, I have concluded that the rope may have its advantages for the inexperienced user, but is not the way to go for the design as a whole. Sandy had it right – the halyard winch is the best system for the Flying Scot. – *Harry Carpenter* 🛥

FLYING SCOT INC PRESS RELEASE

History-Making Flying Scot #6000 On Display in Chicago

November 15, 2011

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debaronson@nasw.org

Deep Creek, MD — The 6000th Flying Scot has been built and will be on display at Chicago's Strictly Sail boat show January 26-29 at the Navy Pier. After the show it will be delivered to its new owner, Dan Koules, who requested the number and ordered the boat more than two years ago. Koules sails out of Sheridan Shores Yacht Club in Wilmette, Illinois, where Flying Scots are the most active fleet in club racing.

"The Flying Scot is a beautiful, all-purpose boat with lovely traditional lines that

is obviously very well made," says Koules.

Koules, who had been looking to buy a new Flying Scot, thought it would be a thrill to own such a milestone boat. He started sailing for something to do with his nephews, Charlie, now 16, and Christian, now 14. Koules loves racing his current Flying Scot, #5567, with his nephews. He says they take turns at the helm.

"Buying the Scot is a nice opportunity to get out and race with them," he says. "The Flying Scot also has a very strong class association, which I like."

Flying Scots are a strict one-design class, with all boats being pulled from a single master mold. The Flying Scot was designed in 1957 by Gordon K. (Sandy)

Douglass, who wanted to design a boat that was roomy, comfortable and stable and could be used for both racing and cruising. The Flying Scot was inducted into the American Sailboat Hall of Fame in 1998.

Harry Carpenter, the current builder, has been building Flying Scots since 1978 and owned the company with his wife, Karen, since 1991. Today the Flying Scot is a leading one-design class in the United States. While many small boat builders have folded their tents, Flying Scot, Inc. has continued to grow.

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Editor's Note: To reach Harry Carpenter call 301-334-4848 or harry@flyingscot.com. 🛥

Whale of a Sail, Leukemia Cup, Egyptian Cup, and More – All Rolled into One!!

Deb Aronson, FS5897

The Carlyle Lake Whale of a Sail is always a major spectacle, with almost 100 boats of many different classes converging at the Carlyle Sailing Association (CSA). CSA is a great sailing venue about one hour east of St. Louis. It also is the site of the 2012 Flying Scot North American Championships (June 23-29).

This year was an even greater spectacle. Because of flooding that caused several regattas to be rescheduled, this year's Whale also was the Leukemia Cup and the Flying Scot Egyptian Cup, as well as the Lightning Mid-Continent Regatta, the Y-Flyer Beer and Boats regatta, and so many others that I lost track.

The regatta attracted a total of more than 130 boats. Fourteen Flying Scots participated, with top honors going to Frank and Marianne Gerry of Delavan Lake. Some of the trickiest sailing involved negotiating



Frank and Marianne Gerry accepting their first place trophies, including the Egyptian Cup.

Sunday, with slightly stronger winds, we also had to dodge Lightnings (which were

The conditions were moderate, and Saturday's start was postponed to encour-

POS	SAIL	CREW	R3	R4	R5	TOTAL
1	5015	FRANK GERRY & MARIANNE GERRY	2	1	2	5
2	5897	BEN WILLIAMS & DEB ARONSON	3	2	1	6
3	5892	BILL VOGLER & ROBB PRESTON	1	3	4	8
4	2162	SUSIE, TIM & NATE STOMBAUGH	4	4	5	13
5	3927	EMILIE TELLINI & SUE TELLINI	6	9	3	18
6	3474	MIKE BIBB & SAM BIBB	5	7	6	18
7	5827	CHUCK HOLLMAN & DENISE KOBUSSEN	8	6	7	21
8	4278	GEOFF ENDRIS & PATRICK ENDRIS	13	5	9	27
9	4786	TOM BAKER & RICK GUFFEY	11	13	8	32
10	5404	JACK McCLURKIN	7	10	16/DNC	33
11	5430	JOHN & PEG WOODWORTH	9	8	16/DNC	33
12	5300	MIKE PITZER & CHRIS BEUTLER	12	14	10	36
13	4300	MIKE SULLIVAN & DAN MURPHY	10	11	16/DNC	37
14	5270	BILL CLARK, BILL BADER & TOM KRAFT	14	12	16/DNC	42
15	5638	FELICIA BARNER	16/DNC	16/DNC	16/DNC	48

with the other boats on the course. The Scots were in the third start and had to navigate between the Y-Flyers (which were the second start) around the leeward mark. On

the first start) that were coming downwind through the line during the last minute of our starting sequence. That was exciting, and I don't mean in a good way!!

age a bit more wind to arrive, which it did. The race committee got two good races in, with light winds from the east

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2011 Glow II Regatta / 2011 Midwest District Championships

Deb Aronson, FS5897



This year's Glow Regatta, hosted by Flying Scot Fleet 135 at the Clinton Lake Sailing Association (CLSA) in Clinton, Illinois, held a little extra significance since it was also the Midwest District Championships. We had to be prepared for more boats participating and two sets of trophies, one set for the Glow and one for the Districts.

We had 20 boats, with sailors coming from as far away as Minneapolis (Larry Klick, a longtime supporter, and his crew, James Williams, as well as Walter and Michael Barniskis) and Chattanooga, which is out of our district (Rob Fowler and Scot Cline, as well as Bill Humphries and Linda Lind).

Conditions were perfect, with cool temperatures, sunny skies, and winds ranging from 12 to 15 mph, and we had a great race committee—Nick Schneider and Don Johnson—and safety boats. This year, in addition to the Power Squadron, led by Gerry Christman, we also had help from the Coast Guard Auxiliary, led by Jeff Poundstone, both CLSA members. The Auxiliary supported the racing with flashing lights on their boats and some gentle “convincing” of motorboats to go around

our racing area rather than through it. That was wonderful! The safety boats might have been disappointed not to have any sailboats to rescue, but the winds were high enough that their help might well have been needed. They promise to return and help us next year.

Doug Williams, the son of Ben Williams and Deb Aronson, served again as official regatta photographer and took some great shots. You can see all of his photos at this link: <http://www.flickr.com/photos/flyingscotphotos/sets/72157627430988475/>

Rob Fowler and Scott Cline (from Chattanooga) had a great Saturday, with three bullets. On Sunday, things were mixed a bit more, with Frank and Marianne Gerry snatching the lead from Ben Williams and Deb Aronson in the last half of the last leg in the fourth race and Ryan Malmgren and Amy Novak winning the fifth race.

One of the greatest things about the Glow this year, from a Fleet 135 perspective, is that we had five club boats on the line, including three who had never participated in a regatta before. Chris Tesdal and Bryce Davis used Rod Bussell's second

boat, Sadie; Hugh Robertson and his wife, Christine Norwood, used Ben and Deb's second boat, Suzie Q; and Dave Sherwood and Emory Luth sailed as a team for the first time and placed 14th.

Eric Bussell, with his dad, Rod, as crew, had a good regatta as well. Eric began to learn to sail and race just last year and, while he has been to a few regattas, he was especially pleased with his performance at this year's Glow. In addition, Adam Benson, one of our newest Wednesday-night sailors, joined Felicia Bamer's boat as crew and learned an enormous amount. Felicia, as most Midwestern readers know, sails out of Carlyle Lake.

The CLSA Flying Scot fleet has had a real building year, and the participation in the Glow underscores what a successful season we have had.

The entertainment again centered around our wonderful bonfire, both Friday and Saturday night. Ken Johnson, from the Madison area, brought his margarita maker that was powered by... what was it...a chain-saw engine?! He kept us lubricated Saturday night and then turned around and cooked, or at

Continued On Next Page

least directed the cooking of, a fabulous hot breakfast Sunday, complete with eggs, potatoes, and onions in an enor-

mous skillet held over the open fire. Of course, he co-opted Bryce Davis and Chris Tesdal to do all the slicing, dicing,

and cooking. That's the sign of a good skipper – getting some crew to do all the work!! 🍴

2011 Glow II Regatta Results / 2011 Midwest District Championship Results

POS	SAIL	SKIPPER	CREW 1 / CREW 2	R1	R2	R3	R4	R5	TOTAL
1	5152	ROB FOWLER	SCOT CLINE	1	1	1	3	3	9
2	5622	RYAN MALMGREN	AMY NOVAK	2	2	5	5	1	15
3	5897	BEN WILLIAMS	DEB ARONSON	5	4	4	2	4	19
4	5015	FRANK GERRY	MARIANNE GERRY	6	5	6	1	2	20
5	5150	LARRY KLICK	JAMES WILLIAMS	7	6	2	6	6	27
6	2512	RANDY ADOLPHS	KASI REKOSKE	3	8	12	4	8	35
7	4788	CHARLES HOWTING	LUTHOR TORGERSO	4	7	10	8	9	38
8	5892	BILL VOGLER	DEB TORGERSO	8	9	3	9	10	39
9	5551	CHRISTOPHER WRIGHT	JON WRIGHT	9	3	7	18 OCS	5	42
10	5404	JACK MCCLURKIN	DAN LOPIONSKI	12	13	15	7	7	54
11	3204	STEPHEN GROSSMAN	ERIC GROSSMAN	11	15	8	11	11	56
12	5631	ERIC BUSSELL	ROD BUSSELL	18	14	11	12	13	68
13	5356	BILL HUMPHRIES	LINDA LIND	10	10	9	21	21	71
14	5927	DAVE SHERWOOD	EMORY LUTH	16	12	14	16	15	73
15	4278	GEOFF ENDRIS	PATRICK ENDRIS	15	18	16	14	12	75
16	5638	FELICIA BAMER	LINDA TATUM / ADAM BENSON	13	17	13	15	18	76
17	2695	WALTER BARNISKIS	MICHAEL BARNISKIS	19	16	20	10	14	79
18	3683	HUGH ROBERTSON	CHRISTINA	14	11	17	21	21	84
19	2981	KEN JOHNSON	TERI KEELER / GEORGE KEELER	20	20	19	13	16	88
20	5681	CHISTOPHER TESDALE	BRYCE DAVIS	17	19	18	17	17	88
POS	SAIL	SKIPPER	CREW 1 / CREW 2	R1	R2	R3	R4	R5	TOTAL
1	5622	RYAN MALMGREN	AMY NOVAK	2	2	5	5	1	15
2	5897	BEN WILLIAMS	DEB ARONSON	5	4	4	2	4	19
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5	2512	RANDY ADOLPHS	KASI REKOSKE	3	8	12	4	8	35
6	4788	CHARLES HOWTING	LUTHOR TORGERSO	4	7	10	8	9	38
7	5892	BILL VOGLER	DEB TORGERSO	8	9	3	9	10	39
8	5551	CHRISTOPHER WRIGHT	JON WRIGHT	9	3	7	18 OCS	5	42



We Needed to Tack Anyway

Deb Aronson, FS5897

File this under “things skippers say to keep their head in the game.”

There we were, going along pretty well in the third race of the Midwest District, when I went to hook my feet around the hike-out line and found my feet going right over my head and...**splash!** Next thing I knew, I was in the water trying desperately to hang on to the boat. Sadly, this is not the first time I've found myself on the outside of the boat during a race. Once at the Chattanooga Choo Choo, I thought if I hiked harder it might help us scootch around the windward mark. Instead...**plop!** There I was acting like a big sea anchor instead.

Anyway, this time, just like in Chattanooga, I had the presence of

mind—or really just an instinct, since no thinking was involved—to hang on to whatever sheet was in my hand at the time. As I slid down the side of the boat, Ben grabbed me and, with Herculean strength, managed to hoist me on board. (How is it that he can't hoist me in so easily when I just jump in to cool off?)

Anyway, in the process of hauling me back on board, we tacked. Once we were settled again, Ben assured me we needed to tack then anyway. We didn't even lose a boat!

At the Glow we were going much faster than at Chattanooga, and I was rewarded with some major rope burn on my fingers. Time for new gloves, I think.

Later that night, over steaks and beer, Ryan Malmgren told us how he thought he had a great story...until he saw me take my swim. He said in that same race he was patting himself on the back about how good his boat felt; he had no weather helm at all. Then he realized he had no weather helm because he had no helm; the tiller had come out of the rudder, and the only thing connecting the two was the little line to the rudder lift system. In the process of trying to knock the tiller back into the holder, he and his crew, Amy Novak (who had never sailed before), unintentionally tacked. Shortly afterward Ryan got the tiller reattached and continued the race. “We needed to tack anyway,” he told Amy. ▲

Don't Get Even in 2012. GET MAD

2011 Atlantic Coast Championship, Déja Vu Again (Leesburg, Virginia, 37 boats) – MAD 1, 2, 3 !!!

More 2011 MAD Results:

North American Challengers Div – 1st
 North American Championship Div – 4th
 North American Womens Div – 1st
 North American Junior Div – 1st
 Midwinter Champ Div – 2nd
 Great 48 - Lake Norman - 1st
 Capital District - 1st
 Midwest Districts – 1st, 2nd, 3rd, 4th, 5th
 New England Districts – 1st
 Ohio Districts – 2nd, 3rd
 Buckeye Regatta – 1st, 2nd, 3rd, 4th, 5th
 Ephraim Regatta – 1st, 2nd, 3rd, 4th, 5th
 Deep Creek Sandy Douglas – 2nd
 Egyptian Cup - Whale – 1st, 2nd, 3rd, 4th, 5th
 Fishing Bay Annual – 1st



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

2528 TODD DRIVE, MADISON, WI 53713

The One and Only Flying Scot Wife-Husband Championship

Frank Gerry, FS5015

There are many regattas that we Flying Scot sailors can go to all year long. Some are highly attended like the NACs, and then there are some that are regional in nature. Wherever we live, we can find our districts that we enjoy, and there are smaller “invitational” regattas everywhere in Flying Scot land. BUT there is no Flying Scot regatta quite like the Wife-Husband Championship. This is a very special regatta that is for spouses only, no third crew, no ringer buddies, etc. I don’t know of any other class that has an event like this! If there is one somewhere, I will bet ours is the best.

The Flying Scot Sailing Association (FSSA) awarded the Wife-Husband regatta for 2011 to Delavan Lake Yacht Club in Delavan, Wisconsin, and we were thrilled to host; we had fun back in 2002 and tried it again this year. We had sailors from Massachusetts, Illinois, Iowa, Wisconsin, Pennsylvania, Michigan, Maryland, and Ohio.

One amazing fact jumped out at registration and check-in on Friday night July 29 and Saturday morning July 30: over one-third of all participants this year were sailing their first Wife-Husband regatta. This is just a great measure of how we are growing and who we are.

Another statistic caught my attention

as well. We Flying Scot sailors have a special award for the Century Division Champions; to be eligible, the combined ages of the skipper and spouse must equal or exceed 100. Yup, that defines who we are and, sure enough, 70% of our participants were in the running for that trophy as well. A special shout goes out to Mike and Brenda Noone, who starred in the qualifications here and really showed their mettle in the Challenger Division. Let’s be proud--author and spouse included!--and be thankful we don’t own other kinds of sailboats that need lots of crew, trapezes, and a training gym!

Probably the best statistic is this: all who arrived hitched left that way! I didn’t see any Justice of the Peace performing any weird ritual on Saturday morning, and no divorce attorneys were lurking in the parking lot on Sunday afternoon. Well done, everyone!

We were fortunate to have great weather--no rain, a bit hot, but a nice 5- to 10-mph breeze both days. Our top-notch race committee, led by Larry Kmiecik and his local team from Delavan Lake Yacht Club, set good courses for our two races Saturday and the second two on Sunday morning. Mother Nature sent most of the wind from the southwest, so we were able to use the shape of the lake to our advantage in setting courses. Each

race lasted about 1 to 1¼ hours, just as we’d hoped. Afternoon chop set in to give us a little extra challenge, but we were up for it. We also were fortunate to have Dean Cady, a well-recognized US SAILING Judge from Milwaukee as our Chief Judge. He’d just returned from the Chicago MAC, where he was very busy as Chief Judge for the Protest and Redress Committee. Fortunately, we gave him very little to do as he observed the races from the Judge’s boat out on the course.

In true Delavan Lake midwestern style, the Saturday post-race festivities included lots of appetizers, open kegs, and a great raffle, and were topped off by fantastic steak, baked potatoes, and roasted corn cooked by our yacht club president and the commodore. No one lost weight that weekend. A special thanks to club members for all the donated food.

Kudos go to our nine sponsors who generously donated over 60 items that made awesome prizes for the lucky winners. A big thank you to Annapolis Performance Sailing, BP, Coral Reef Sailing Apparel, Flying Scot Inc., Mad Sails, North Sails, Sailor’s Tailor, Schurr Sails, and West Marine. And to give our event a little more prestige, we even had our FSSA president and our boat builder participating in this year’s event!

The final unique part of the Wife-

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Do We Still Need a Towing Bridle?

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

With bow flotation bags required in all Scots racing, there is little or no need for the bridle. The whole purpose of the bag is to float the bow high enough that the deck does not get in the water and act like dive planes on a submarine. Before the bags, it was difficult to get the boat "bow up" when the tow started. I have seen some spectacular pitchpoling when the bow dipped below the surface when the tow was under way.

For background, here is a document I prepared years ago showing use of the bridle (see figure 1-4).

With a Bow Bag You Can Forget the Above

The bow is high enough out of the water that a towline can be attached directly to the bow handle, as it normally would be. The crew moves aft to keep the bow out, and the tow can begin. The board is up approximately two-thirds, and the rudder is used to keep the Scot behind the tow boat. The transom port is removed and stored safely aboard until the water is out, then the port is replaced while the boat is still under way.

Big Caveat Here!

The towing vessel and the driver don't have to be specially equipped. However, the driver has to understand that, once the tow is started, **he cannot slow rapidly or stop**, as the water in the Scot will surge forward, the boat will pitchpole, and the rescue will have to start all over. ⚠

Figure 1: The bridle has to be long enough to come back behind and around the chainplates and tie together. See next figure.

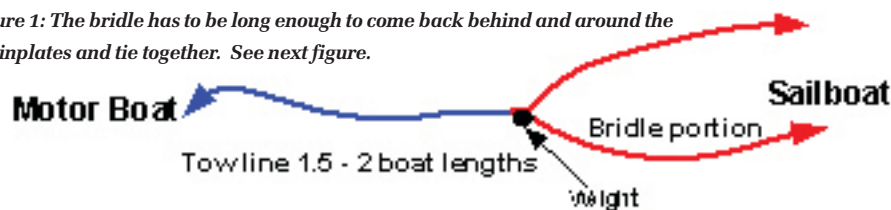


Figure 2: The attachment detail shows the connection between the towline and bridle. The connection should fall between the butt of the mast and bow, forming a triangle. Never pull the connection up tight under the shrouds, as the tow boat will not be able to make the boat follow. The boat will move straight ahead.

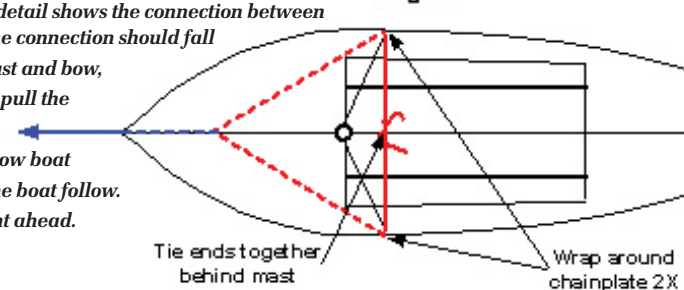


Figure 3: The forward connection point shown works even when pulled off-line, as the boat turns to follow as one leg goes slack and the other turns the boat.

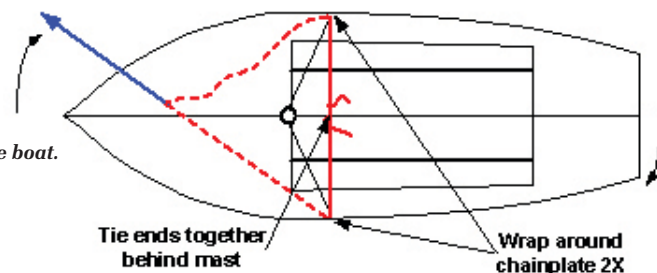
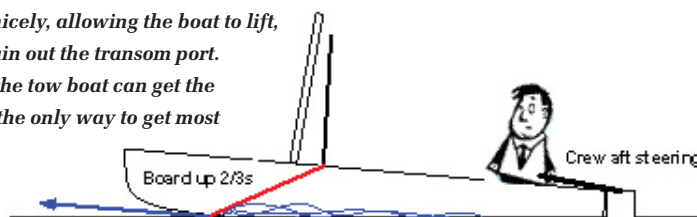


Figure 4: The bow lifts nicely, allowing the boat to lift, causing the water to drain out the transom port. This works very well if the tow boat can get the Scot on a plane. That's the only way to get most of the water out.



Special thanks to, Harry Carpenter, and all the officers who have developed and tested this major safety improvement for our class. I've done lots of rescues before bow bags, and I know it is a big deal.

Husband-Wife Championship – Continued From Page 10

MIDWESTERN DISTRICT

Husband Championship is the perpetual trophies awarded each year. Four achievements are recognized:

- The Penticoff Trophy is awarded for the best finish by first-time Wife-Husband competitors. The Delavan Lake Yacht Club is especially proud to award this trophy, since it honors Bob Penticoff, a legendary sailor and sailmaker from our own club. This year's winners were Kaitlyn and Todd Moore from Portage Yacht Club in Pinckney, Michigan.

- The Eric and Mary Ammann Century Division Trophy—awarded to the best finishers with a combined age equal to or exceeding 100 years—was won by Marianne and Frank Gerry of Delavan Lake Yacht Club.

- 1st Place in the Challenger Division wins the Cal and Anita Hudson Trophy. This year it was awarded to Brenda and Mike Noone from Nockamixon Sail Club in Bucks County, Pennsylvania.

- 1st Place in the Championship

Division receives the Ted and Florence Glass Trophy. Marianne and Frank Gerry from Delavan Lake Yacht Club were the winners for 2011.

The rest of the scores are posted on the FSSA Web site. Hope you can be listed there next year.

So...looking down the road, Willson and Bonnie, it's over to you. See y'all at Wheeler Lake outside of Huntsville, Alabama, for the 2012 Flying Scot Wife-Husband Championship. ⚠

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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.



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



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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Fleet 83 at Carlyle Lake Will Host the 2012 FS NACs

Betty Strukhoff, FS5430

When Fleet 83 at Carlyle Sailing Association (CSA) hosted their first Flying Scot North American Championships in 1979, there were a few mom-and-pop motels in the town of Carlyle, Illinois. The nearest chain hotel was a 25-minute drive away. The FSSA annual meeting was held in a local church hall with the ladies' society serving us a great country dinner.

Today there are up-to-date, affordable motels within 10 minutes of the harbor. Next door is a championship golf course and country club. Across the street is a Super Walmart. Although not up to big-city standards (or prices), options in sit-down restaurants have expanded. All of them are still locally owned and operated.

It's what hasn't changed that is most important. Carlyle Sailing Association is still one of the very best venues in the country for one-design racing. A spacious, well-protected harbor is served by three electric jib cranes and 400 feet of floating dock. Parking is right there for over 200 boats, with car parking adjoining, just up the hill. A large picnic pavilion, shower house, and air-conditioned observation building complete the facilities, with plenty of grassy, shady areas for relaxing on shore. Cornfields still surround the



lake. The only traffic congregates around the VFW Hall in town for the Friday-night fish fry.

It's no wonder CSA and Fleet 83 are asked to host the Flying Scot NACs regularly. The last time was in 2004, when locals erected a tepee to welcome our visitors and gave the whole regatta a "Lewis and Clark" theme to celebrate the 200th anniversary of their exploration of the west.

Novices and seasoned sailors alike will find challenging racing with no tides or currents. Carlyle Lake is 3 miles wide and 8 miles long, affording a championship racecourse no matter the wind direction. Winds in late June are typically moderate, with temperatures in the 80s and 90s. In addition to the excellent facilities and relaxed country atmosphere, CSA will once again offer a friendly welcome, stel-

lar race management by PRO Ted Beier, and plenty of good food and drink.

Besides the convenient motels, sailors can enjoy lakefront campsites at the state campground adjoining CSA's harbor. Other outdoor lovers may book a cabin right on shore, less than five minutes from the harbor.

Be sure to bring the non-sailing family members along. There's hiking and bicycling in the large state park, wineries and antiquing in the immediate area, and all the attractions of St. Louis an easy day-trip away--CSA is just an hour from the Arch.

Mark your calendar for the NACs: June 23-29, 2012. To learn more about CSA, Lake Carlyle, accommodations, and the Carlyle area, visit the 2012 NAC Web site at www.csa-sailing.org/nacs. ▲

Sailing Psychology—Swimming & Singing

Ben Williams, FS5897

All psychology is personal. So I recognize that much of what follows may not apply to you, or to any other normal person, for that matter. However, some of these ideas seem relevant to me, and as the Midwestern District Governor, I am under very immediate pressure to contribute something for the *Scots n' Water* issue that will feature the Midwestern District. The clock is ticking, the deadline approaches, so let's dive in, as it were.

Here's my premise: I can tell ahead of time when I am going to sail a good race. It has nothing to do with the weather, the location of the event, or which side of the bed I got out of that morning. What matters the most is how I feel. If I am feeling happy, relaxed, and confident, it's going to be a good race. When I feel like this, Deb and I usually come up with a pretty good strategy, and we stick to it most of the time, adjusting, of course, as necessary for miscalculations. We sail fast, and we often do pretty well. So the real trick is this: how do I reliably induce this favorable psychological state at the beginning of a race?

Swimming?

In the past couple of years, I've noticed a few things related to my main premise. The first is that, if I take a short swim just before I sail, it leaves me relaxed, happy, and confident, and we usually sail well. In other words, endorphins are wonderful mood enhancers.

As an example, I'll recount how Deb and I managed to win the Challenger Division of the 2010 North American Championships. Bay-Waveland had very strong wind for most of the qualifying series, and the very competitive

fleet included quite a few of those very fast, year-round sailors from the Gulf Yachting Association. We are a pretty light crew and ended up qualifying five places down in the Challenger fleet. We had some strong competition with us there, including two very fast skippers that we knew pretty well, John Kreidler and Rob Tikoff.

To our advantage, there was light to moderate wind for the first two races of what would end up as a three-race series for the championship. We sailed pretty well and took full advantage of our light weight on the downwind legs. Although I can't remember many details now, we ended that day in first place, with several boats right on our heels in the standings. It was fun, competitive sailing!

So, the pressure was on us going into the last day of the regatta. At this point, you need to recognize that Deb and I don't have much experience going into the last day of a regatta in first place. My personal psychological reaction to that unusual situation at a national event was not "relaxed and confident." In fact, I had the sinking feeling that I would surely disappoint my teammate (and wife) Deb with a suboptimal performance, and we would drop down in the standings, having squandered a wonderful opportunity to win a national event. Fortunately, I recognized that my current psychological state was not conducive to a good performance, and I tried to figure out how to shift gears before we left the dock. What to do? I had noticed the pool right next to the clubhouse. For those who don't remember the 2010 NACs at Bay-Waveland, I'll just say it was cool and raining most of the time we were there. Still, I decided to take the

plunge. About 30 minutes before we left the dock, I stripped down to my sailing shorts and swam about 500 yards in the "refreshing" (some would say "ice cold") water. I remember some strange looks from a few sailors on the clubhouse balcony, but I came out of the water a new man--relaxed, confident, ready to sail. I quite literally felt like Superman coming out of a phone booth ready to rescue Lois Lane.

I do remember the start of that last, decisive race. John Kreidler aggressively sought us out during the prestart maneuvers, and in pure match-racing mode, he got the perfect controlling start just to leeward of us. He had really good speed and was poked out just a bit ahead. Instead of folding, as I surely might have done in an anxious state of mind, I felt confident and just kept the boat moving. After a few exciting minutes, we ended up sailing over John in that first close encounter. As the race progressed, John did eventually pass us, finding something very nice on the left on the last upwind leg, but we held on, finishing right behind him, with a score that was good enough to win the Challenger Division. I'm pretty sure that my swim helped us in a big way on that last day of the regatta.

Singing?

Switch gears to the 2010 Flying Scot Wife-Husband Championship held at Lake Norman Yacht Club. Deb and I had been traveling quite a bit during the previous year and were definitely improving. Could we actually trophy in the Championship fleet of this national event? One of our recent challenges was finding a way to embrace and thrive in light air. Previously, I had always dread-

ed these conditions. It's easy to say, "Oh, it is just a crapshoot," but I notice the same boats always are in front, no matter what the conditions. We simply needed to buckle down and learn how to better handle--perhaps even love--the light air.

Back to psychology. We were sailing our brand-new boat, *Sophie*, in this event. Just before leaving the dock we discovered that the boat tied up next to *Sophie* had several naked screws protruding from fiberglass just above the rub rail. The wake made by the RC support boats motoring back and forth to the sailing area looking for any sign of wind had caused our two boats to rub together for over an hour. Rub rails and boat fenders would normally have handled this, but the screws in the other boat ended up gouging an 8" by 3" patch of *Sophie's* gel coat almost down to the fiberglass. When I discovered this damage and figured out the cause, I had a brief, intense, but still civil talk with the owner of the other boat and encouraged him to remove the screws then and there, which he did. I was still very upset and deeply sad about the damage to my beautiful new boat. I knew I needed to calm down in order to sail well, and I tried to reflect on the matter "maturely." I am over fifty; surely there must be some shred of maturity there somewhere? I found a little bit of it, but not enough.

So, as we sailed out to the racecourse on a very light breeze that we would eventually race in--it ended up a one-race regatta--I was still pretty upset about the damage to *Sophie*, and not particularly relaxed or confident. How was I going to switch psychological gears? Swimming didn't seem a viable option at this point. My subconscious came up with the solution: I began to sing...quite loudly, I'm afraid. My subconscious chose very well. It was a James Brown masterpiece: "I feel good, nah, nah, nah, nah, nah, nah, nah. I knew that I would, nah, nah, nah, nah, nah, nah, nah. I feel nice, nah, nah, nah, nah, nah, nah, nah. Like sugar and spice...." You get the picture. Folks in the boats nearby heard me, looked over, and smiled (or was that a grimace?). Within a few minutes I was relaxed and confident. I really did feel good. I

actually felt great. I was ready to race in this 3-mph wind and enjoy it! So what happened in the end? Deb and I followed our strategy: go hard left toward the better pressure we saw there, don't worry about the wind direction, and just keep the boat moving, no matter what. It worked. We rounded in about 3rd place and held on for 5th. It was one of our best light-air performances ever, and I'm sure that James Brown's song had quite a bit to do with it.

Swimming Again

I could go on with many other examples, but I'll end with one other swimming event, just because it was dramatic and it's a fun story. Deb and I play a large role in hosting the revived Glow in the Dark regatta at Clinton Lake Sailing Association. It was the second day of this event, and everything had gone perfectly--great racing on Saturday, great dinner, great fun around the campfire. Simply put, we were having a great time with our Flying Scot friends.

As we sailed down to the racing area Sunday morning, we felt we had this event in the bag. What could go wrong now? That was when I noticed that the RC boat hadn't yet set the leeward mark and seemed to be dead in the water. We sailed over. The two-man RC was in the stern of the pontoon boat, and our PRO, Nick Schneider, was lying on his stomach on the aft end of the starboard pontoon with his hands extended toward the engine. This wasn't looking good. Our support boats from the Coast Guard Auxiliary hadn't shown up yet. We were on our own. I hopped aboard the RC boat, leaving Deb to sail *Sophie* around until I could rejoin her. By the way, I wasn't feeling relaxed and confident at this point. We had 20 boats full of our friends ready to race in ideal conditions (it was blowing 12 to 15 out of the north), but now we had no functional committee boat and no viable backup plan. Can you say "expletive deleted"?

So what happened? Nick told me they'd run over the anchor line and it had jammed in the prop. I clenched Nick's "Crocodile Dundee"-sized knife in my teeth and did a manly swan dive off the RC boat and into the water. I felt exactly

like a Navy Seal who has just learned that Osama Bin Laden is hiding under the deck of the RC boat. I emerged near the prop and rapidly cut the wrapped lines, then hopped back aboard and started the engine. We were back in business! We gunned the RC boat upwind to set the line. Now I just had to get back to Deb, who'd been left trying to sail *Sophie* upwind, solo (though the jib was down), in a 15-mph breeze. Ryan Malmgren, always astute, had figured out what had happened, and he sailed by to give me a ride back to Deb, so I leaped onto his front deck, nearly sliding right off the other side of the boat and back into the water. Luckily, I was able to grab his spinnaker-pole downhaul rig much like a fighter jet tailhook catches the arresting wires on an aircraft carrier. After I did a second "tailhook" landing on *Sophie's* foredeck a minute or two later, the RC sounded the warning signal. We had fixed the problem and the start was only delayed by 10 minutes.

So, how was I feeling now? My brief swim, stressful as the situation was, worked wonders. I was relaxed and confident. We had a great start and led the race until the last leg, when Frank and Marianne Gerry managed to reel us in. This was by far our best race of the regatta, and it followed a swim. Case closed.

Now that you know a little bit about how my mind works, you won't be too surprised that I wonder whether combining these secret weapons would help us sail faster than ever. In other words, what would be the effect of singing while swimming? So, if you see me stripped down to my sailing shorts, whistling a tune, and heading toward the newly completed pool at the New Orleans Yacht Club just before racing begins at the upcoming Midwinters Championship, perhaps you'd do me a kindness and alert the lifeguard. ▲

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GYA Jr. Lipton Regatta, —1st
Rappahannock River YC Annual—1st
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GYA Opening Regatta, Pensacola YC—2nd
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STARTING LINE

STARTING LINE Calendar Of Monthly Events

Florida District Championship

Davis Island Yacht Club

January 21-22, 2012

Info: www.diyyc.org/

Florida District Championship

Lake Eustis • February 18-19, 2012

Info: www.lakeeustissailingclub.org/forum/index.php

Florida District Championship

Charlotte Harbor

March 17-18, 2012

Info: www.charlotteharboryachtclub.com/

2012 Mid Winter Championship

Southern Yacht Club

March 18-23, 2012

Mayor's Cup

Lake Townsend Yacht Club

June 2-3, 2012

www.laketownsendyachtclub.com

2012 Flying Scot North American

Championship • Carlyle Sailing

Association (CSA) • Carlyle Lake •

June 23-29, 2012

Info: www.csa-sailing.org/nacs

2012 Michigan-Ontario Districts

Lake St. Clair • July 21-22, 2012

Mary Doolittle, Queen of Scots

Memorial Regatta • Gull Lake

Richland, MI • August 11-12, 2012

Info: Tom Lechota,
tomlechota@gmail.com

Whale of a Sail – Continued From Page 6

MIDWESTERN DISTRICT

and shifting dramatically, trying to decide whether to head south or not. The wide shifts seemed to spread the fleet out more than usual, with Bill Vogler (in first) and Frank Gerry (in second) doing a bit of a horizon job on the rest of the fleet. Ben Williams almost kept them in sight for a third-place finish. The second race was a bit closer, with the Gerry boat taking first and Williams nabbing second place. Vogler was third, and Susie Stombaugh (sailing with husband, Tim, and son Nate) took her second fourth of the day. Indianapolis-based Geoff and Pat Endris, who are relatively new to racing Flying Scots, took fifth in that race.

By that time the rum party was about to start, so we went in for the day. It was

rumored that there was a three-way tie for winner of the rum party, Flying Scot division, with honors going to Emilio Tellini, Frank Gerry, and Peg Woodworth.

Sunday was overcast, cool, and rainy, which dampened sailors' enthusiasm for getting on the water. Nevertheless, a break in the rain came just in time to start the racing at 10 A.M., as scheduled. The wind, while still from the east, had a bit more authority and was a bit more steady, making the racing closer than on Saturday. Williams fended off Gerry for a first-place finish, and the Tellini boat (perhaps fueled by the previous evening's festivities?) finished a strong third.

We were set to do another race and the Scots were in the final minute before the

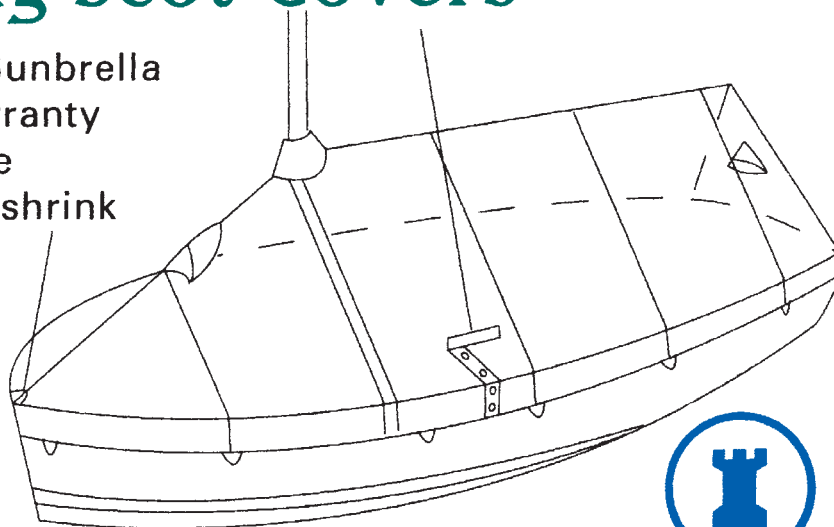
starting horn when we got the "abandon race" horn. There on the horizon and coming toward us briskly was a mass of blackness, looking like the wrath of Mordor. We zipped into the harbor in a deluge, with a sprinkling of lightning and thunder. Everyone got in with no mishaps, and boats were hoisted out with very little fuss. (In case you couldn't tell, that was another little plug for the great facilities we'll have for next year's NACs!). We were soaked through by this time anyway, so everyone packed up in the rain. This was the last regatta of the season for many Midwest sailors, but we all had the "pleasure" of unpacking everything when we got home to dry it all out before the long winter. ▲

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1689 - Customflex built in 1970. Very good condition. Ready to sail w/ main, jib, spinnaker, compass. Blue hull w/ white deck. Includes trailer. **\$2000** Chatham, MA Contact: John Morgan, 201-655-9100, ajmorgans2@aol.com

2373 - Customflex 1973. Main, jib & spinnaker sitting on Pamco Trailer. Ready to sail, needs some TLC. Pictures upon request. **\$2,300**. Bill Allgaier, Traverse City, MI, 231-933-5414, sailtvc@chartermi.net

2847 - Douglass built in 1976. Excellent condition, original gelcoat still shines. 3 sets of sails including 2008 North AP Main, snug rig jib, & radical spinnaker. Full boat cover & trailering cover w/ mast & rudder covers. Tacktick racing compass. Includes trailer. **\$5,500**. Kevin Meechan, Seneca, SC, 828-230-9613, kevin@meechan.com

3033 - Douglass built in 1977. Very good condition with like new 2005 long trailer. Excellent full cover, also cockpit tent cover. All sails in very good condition-spinnaker never used. Boat infrequently used, kept on trailer. Always cared for. **\$2,500**. Charles Von Hagel, Rehoboth, DE, 410-838-9261

3063 - Douglass built in 1977. Hull is sound, no soft spots, deck needs work, loaded w/ all top end auto ratchet hardware, 2 sets sails, spinnaker, anchor, bow buoyancy-not installed, mainsail floatation, trailer & mooring cover, lifting bridle, trailer w/ extra stern light, many extra parts. **\$3000** Connecticut. Contact: &y Fox, 860-946-9957, fs3063@yahoo.com

3430 - Douglass built 1979. Very good condition, carefully maintained. Outfitted for racing with 12:1 vang, spinnaker halyard led aft with takeup reel, jib sheets on seats, bow float, North snug rig with spinnaker, much more. Yellow hull, white deck, swim ladder. Orig. trailer with new rollers and winch. **\$4500**. Chapel Hill, NC. Contact: Charles Buckner, c_buckner@hotmail.com

4294 - Douglass built in 1987. Dry sailed, white hull and deck, blue water line, two suits of North Sails including spinnakers. Radical race package, spinnaker pole, paddle, tilt rudder, winch cover, grab rail, new Sailors Tailor skirted mooring cover, new mast. TeeNee galvanized trailer, new spare tire. **\$5800** Paris Perry, Stone Ridge, NY, 845-687-7485, pperry@hvc.rr.com

4369 - Douglass blt in 1987. Excellent condition. Many old sails in good condition, different made br&s. (Main-jib-Spinnaker) galvanized trailer, the boat has many extras. **\$4500**. Easton, PA, Laszlo Viemann, 610-252-6656, lvemann@verizon.net

4393 - Douglass built in 1987. In good shape w/ trailer, fairly new sails, engine mount, spinnaker pole, fairly new cover. Moved to the west coast & need to sell it this summer. **\$3000**. Hampton Bay, NY Contact: Richard Johnson, 646-703-1256, johnson@thedaily.com

4416 - Douglass built in 1988. Almost new, mad main/jib. North spinnaker good shape. New rudder blade tight board. Nearly everything trailer & boat updated or made race ready. Hull & deck great shape. White hull & deck w/ black waterline. Fast boat. New boat not in your budget, this is for you. **\$8300**. Greensboro, NC. Contact: Wendell Gundlach, 336-209-2736, sailj24@bellsouth.net

4909 - 1993 Flying Scot, maxxed-out for racing. New North Sails used less than five times, including tri-radial spinnaker. Two spinnaker poles, including one new tapered pole. Galvanized trailer with balanced tires. This boat is FAST and has all the bells and whistles. **\$8,500**. Columbia, SC. Contact: Thomas Smith, 843-216-5450, tsmithlawfirm@aol.com

5030 - Flying Scot blt in 1995. Always dry sailed, white hull, lightly used, deck/bottom cvr, galvanized trailer, 3 sets of sails (one almost new). **\$9000**. Riverside, CT, Daria

Barry, 212-448-1006, daria@prospectstreet.com

5079 - Flying Scot blt in 1996. Gray deck, white hull. Top racing record. 3 N. jibs & mains, 3 Sobstad chutes. Dry sailed. In. winter strge. Deck/ bottom cvrs. Alumi. trailer. Custom designed racing set up. **\$9500**. Duxbury, MA. Ned Lawson, 781-934-7272, nedlawson@gmail.com

5178 - Flying Scot blt in 1997. White deck, black hull, N. Sails, spinnaker, cvr, rudder bag, galvanized trailer. **\$7700**. Stuart, FL. Tom Goaddard, 772-692-9117, tomgoddard@aol.com

5379 - Flying Scot built in 2001. White deck, VIP red hull with white stripe & water line. Full racing package, excellent condition. Includes: Trailex aluminum trailer, North sails & spinnaker, mooring & winter storage covers and aluminum boat hoist. **\$12,500**. Marc Sullivan, South Lyon, MI, 248-444-8125, star_hayden@hotmail.com

5439 - Flying Scot 2002. Grey deck, white hull with green boot & trim, like new/excellent condition. 2 sets of sails, North never used, motor mount, swim ladder, new stand. Rigging, tacktick, sailor tailor cvr, galvanized trailer, cockpit cover, dry storage, ready to race or cruise. **\$8500**. Nashville, TN. Contact: Hugh Harper, 615-513-2514, nscotia44@yahoo.com

5473 - Flying Scot 2002. This boat is in very good shape and race-ready. It has a dark-green hull and a white topside. It has been stored inside every winter and dry sailed in the Finger Lakes. This sale includes the following things: jib and mainsail in good shape, spinnaker in fair shape, green tent boom cover, gray full hull cover, swim ladder, lifting bridle, jib sheets on seat, bow float, spinnaker halyard led aft, 12:1 vang, anchor, and a single axle trailer in good shape. **\$9750**. Auburn, NY Gary Robertson, 315-857-1171, aubprinc@yahoo.com

5492 - Flying Scot 2002. Flying Scot built in 2002. Excellent condition.

New side halyards & Jib halyard. Motor mount, swim ladder. **Call For Price**. Ocean City, NJ. Christopher Keenan, 609-742-6352, cjkeen-an55@gmail.com

5544 - Flying Scot blt in 2004. Funky Diva! Trickout to legal limit. White on white, 2 sets of sails incl. a new spinnaker. Carbon fiber pole. Carbon fiber tiller & hiking stick. Tacktick. 2 Sailors Tailor cvrs/ mooring/towing. Alum. trailer w/ alum. mag wheels. Motor mount. V. clean & in v. good shape. **\$13,000**. Clearwater, FL. Michael Roberts, 727-434-2002, mkrdc@aol.com

5712 - Flying Scot built in 2006. Lightly used. Near new condition. Beautiful navy blue freeboard/red bottom/white deck. Radical race package, Schurr Sails, Palstimo compass, rudder lift, lifting bridal, swim ladder, mast floatation, full boat covers, trailex aluminum trailer, dry storage, many extras. **\$14,500** Michael Maness, Lake Keowee, SC, 828-299-8177, mamaness1@yahoo.com

5755 - Flying Scot built in 2007. 50th anniversary edition. White hull w/ blue stripe. Family package. Includes Ronstan tiller extension, trailer w/ spare, full cover, anchor, hoisting strap. Dry sailed & rarely used. **\$12,900**. Red Bank, NJ Contact: Bobbie Chasco, 732-842-4188, chas-cobunch@aol.com

5791 - Flying Scot built in 2008. 50th Anniv. edition-great shape. Racing Package, trailer **\$16,000** or BO Located at the Jersey Shore. &rew Elkwood, 732-245-9250, aekwood@hotmail.com

5803 - Flying Scot built in 2008. 50th Anniv. Model. Blue hull, white deck, red trim: displayed at Annapolis Boat Show. Family package w/ OB bracket, swim ladder/h&le, blue tent cover, rudder lift, ext., bottom paint, spares. Trailer nosewheel/jack. Very lightly used. **\$14,900**. Nova Scotia, PA, Stewart Early, 610-997-5407, searly011@verizon.net



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