

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 56 NUMBER 5 2012



Dominant.



N. 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

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.



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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 460 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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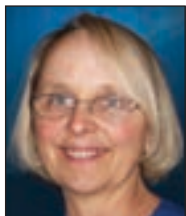
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*Denotes Executive Committee Members



From the President

Diane Kampf, FS 5857



Dear fellow sailors,

Before our Massapoag Yacht Club Annual Regatta in September of this year, I received email from a Scot sailor and FSSA member who sails in New Hampshire and wants to help other sailors get into Flying Scots. He takes people out in his boat as often as he can, and he tries to sail every day during the sailing season, which of course is a little more than half the year in the Northeast. He tried to find a way to get to our regatta with his boat, but that was not possible this year, so he came and visited us at the regatta and even helped out on the dock as people came in after racing. Back on his lake, he races against other boat classes and a handicap is used for scoring. He is hoping to start a Flying Scot fleet in New Hampshire. I am impressed with his energy and his love of Flying Scot sailing. I will do what I can to help him build a fleet, including making a visit and racing against the members of his club. In the meantime, I wanted to share with you some of what I shared with him.

He asked what kind of racing we have at our club, and he was pretty sure we did not have to use handicaps. But, in fact, we do use handicaps in our Spring and Fall series, and we have pursuit races on

Wednesdays where we use handicaps as well. If you are not familiar with pursuit races, the slowest boats start first, then the next slowest, and so on, until the fastest fleet starts, which at our club is the Flying Scots. The handicap we use is based on a thirty-minute race. With the handicap built in at the start, whoever crosses the finish line first wins the race. I am proud to say that the Flying Scots have managed to win most of the races, even with the handicap. In our other series and in our regattas, we have one-design races, so we are always sailing against boats in our own class. We are lucky to have enough boats racing to make this work at our club.

We have, on occasion, tried team racing, where the better sailors can help the less experienced sailors be on a winning team. And there is round-robin racing, where everyone gets a chance to sail each boat in the race and thus to use different rigs and find out what works for him/her and what doesn't. We have not done that in Flying Scots recently, but perhaps we could try more of that in the coming season. And we do some fun races where, for example, we sail backwards, pick up items in the water for points toward prizes, or get each other soaking wet using various water can-

nons and even pumps. Yes, this is serious fun; it gets people of all ages out on the boats. We also have women skippers' races and single-handed races that often attract sailors who don't usually race.

We know that not every club has enough boats in each fleet to have fleet racing. Handicap and pursuit racing might be something to keep in mind if your fleet is small and you still want to race. Other fleets might be willing to combine races with you, and you could use handicaps to score the results. This might encourage people who want to race to get out there on the line, because the number of boats makes it more fun and makes going out more worthwhile. Who knows, your Flying Scot fleet could grow as a result, and you could eventually get enough boats on the line to have a Flying Scot fleet race and series.

Maybe these ideas don't work for you or your club, or maybe they do. It certainly is worth a try to get more people on the water and share your love of Scot sailing, like the man from New Hampshire and probably many of you out there. I wish you luck in whatever you do to get more people out to your Flying Scot and hopefully on their Flying Scots.

See you on the water! ▲



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



***Scots n' Water* is YOUR magazine!** **Your Editor—and your District Governor—need YOU!**

Have you been checking your mailbox, eagerly awaiting the arrival of *Scots n' Water*? Have you been disappointed, day after day, when your sailing magazine was not delivered? If not, have you at least noticed that recent issues have arrived very late?

This past year has been the most difficult for me since I became Editor. There have been few—or no—articles for some issues. Your District Governors have had trouble finding Scot sailors who would submit articles for publication in *Scots n' Water*. I would like to give a special THANK YOU to all who stepped up to write articles when I specifically asked them, so that there will be six issues in 2012.

Since there are fourteen Districts in the Flying Scot Sailing Association and six issues of *Scots n' Water* per year, each District provides the articles for just one issue every two years. Your District Governor is responsible for gathering the articles, but he/she is not expected to write all of them. Your District Governor needs your help.

The “Starting Line” events calendar at the back of the magazine indicates that lots of regattas are taking place, all over the country. Scot sailors want to hear about what’s happening. *Scots n' Water*

articles recognize those who are traveling with their boats, those who have learned from difficult experiences (so that—if you’re paying attention—you might be able to avoid some of those problems), those who aren’t yet winning regattas but are having fun sailing against the “big dogs,” and those who often win the races but still have enough competition to challenge them. The articles give credit to all the folks who work so hard planning and putting on the regattas and other events. Many write-ups mention activities and procedures that your local fleet might want to try, to attract more folks to sailing and more sailors to the Scot and generally to have more fun on your boat and at your club.

You don’t have to be “Sports Writer of the Year” nor even an experienced journalist. For a start, just describe, e.g., what happened at your fleet’s regatta, at your annual “fun sail,” or when you traveled to an “away” regatta. (When you mention a yacht club, lake, etc., please note its location [city and state], for those who don’t know your area.) Remember that “a picture is worth a thousand words”; submit some photos (as attachments; high resolution) with your written account. Maybe one of them will appear on the cover of your District’s issue.

Here is the *Scots n' Water* submittal schedule for 2013:

Issue	Deadline	District
1	11/15/12	New England
2	1/15/13	Carolinas
3	3/15/13	Pacific
4	5/15/13	Florida
5	7/15/13	Greater NY
6	9/15/13	Midwestern

If your District is responsible for one of these issues, don’t wait for your District Governor to call for articles. Instead, volunteer to write up one of your fleet’s events—and get your camera ready, or ask your fleet’s (or your club’s) photography buff to work with you. If you’ll be chairing your fleet’s regatta and no one has volunteered, you might decide to name a journalism/photography committee. If you have a funny sailing story or a Scot-towing suggestion or Scot-maintenance tip or a regatta-running idea to share, then start your computer—or put pen to paper. Send your article to your District Governor, or make a note of your District and submit your article directly to me.

Please remember that your District Governor needs you, and your Editor needs the support of the District Governors!! 📌

Welcome Fleet 202 Riverton, NJ, Greater New York District. The Fleet Captain is Bruce Nicholson.
Let’s welcome this Fleet to our Flying Scot Family.



What Kind of Trophy?

Dave “Sailordave” Batchelor, FS 5164

A young sailor once asked me why we didn’t give monetary prizes instead of trophies, or “little tin cups” as he called them. I gave him the long version about how sailing is a Corinthian sport where sportsmanship and fair play are an integral part of the game and how exaggerating

temptation to cut corners. Look at all the major professional sports and you can see proof of this, all too frequently.

To me the value of a prize or trophy is the respect and recognition of our peers when we perform well. The applause, handshakes, and comments are what matters. Ask an Olympian and you’ll find out that, while the medal has some

the competitor’s face when the ribbon is placed around his or her neck.

Bill Ross believes in this philosophy and suggested to the Flying Scot Sailing Association (FSSA) that using medals at major events is a way to call attention to the accomplishments of our top performers without spending lots of money on trophies (which only increases reg-

istration fees). Charles Buffington of the Flying Scot Foundation liked the idea, and the Foundation is now offering gold, silver, and bronze medals for free to be used at sanctioned FSSA events. The details of the regatta can be engraved on the back of these beautiful medals. Think about this: when you walk into a room where there are medals displayed along with trophies, where do your eyes gravitate most of the time?

Gold medals provided by the Foundation were first awarded at the recent Atlantic Coast Championships in Edenton, North Carolina, and I think it’s great that they were won by Harry Carpenter (skip-

per) and Adam Keen (crew) on a tie-breaker after some great competition. By their applause, the crowd clearly showed their recognition of and admiration for Harry’s and Adam’s efforts, and the medals will be a great reminder of that in the future. ▲



the value of the prize might challenge that philosophy. When the reward for winning is too large, there is, for some, a

intrinsic value, that’s not why these athletes train and compete. It’s true that some will reap big financial gains after the Games, but for most Olympians it’s about the recognition they get for their achievements. Just look at the smile on

Flying Scots in the 2012 Whale of a Sail Regatta at Lake Carlyle

Bill Vogler, FS 5892

Lake Carlyle in Illinois was home to the 2012 Flying Scot North American Championships, which saw one of the deeper competitions in recent memory. The event saw Jeff and Amy Linton win over Rod Stieffel and Randy Santa Cruz, Kelly and Heidi Gough, and Allan and Katie Terhune. The lake is no stranger to other great competitors, including Buddy Melges and Paul Cayard (2009 Championship of Champions participant), to name only a couple. On the weekend of September 15-16, 2012, the Whale of a Sail Regatta was largely populated by local sailors. The Scot fleet of ten boats this year was especially graced by the out-of-town talent of Susie and Tim Stombaugh from Cave Run Lake in Kentucky and Chuck and Denise Hollman from Wisconsin.

The Whale of a Sail is a multiboat regatta which features Scots, A-Cats, MC Scows, E Scows, various sport boats (e.g., Melges 24s/Vipers), J/Boats (105s, 27s, 29s, 24s), Thistles, Y-Flyers, Comets, cabin boats, and Lightnings. Approximately 100 boats, overall, participated this year. The “Whale” is also considered to be a great venue for socializing with old friends, great live enter-

tainment, and beautiful sunsets.

My first experience with the Whale was in 1992, when I borrowed FS 3929 from Steve Hartman and placed 22nd of 22 Scots. Competitors included Mike and Gerry Hartman, Jim Harris and Betty Struckhoff, Bernie Knight and my favorite, Emilio Tellini, in FS 3927. There was one race in particular when FS 392(?) was called over early and both Emilio and I returned, thinking we had been the culprit. We sailed around the course together at least 20 boat lengths behind everyone else, laughing and pointing fingers about which boat “really” was called over early. I also recall being so far behind in the last race of the '92 regatta that the committee boat came over to ask if I would consider being assigned last place without finishing, so we “all” could go in in a timely way. I did not know the protocol and insisted on finishing, much to the consternation of the race committee. Those were the highlights of my first Whale regatta!

This time, in 2012 (the 20th anniversary of the event for me), my wife, Jill, and I were racing for 1st place. In the first three races, however, Susie and Tim Stombaugh took three bullets to our

three 2nd-place finishes. Prospects for victory were looking pretty dim at this point. However, in the fourth race, Tim and Susie were over early and ended up in 5th place. Jim Harris and Betty Struckhoff were the spoilers as the wind lightened up and they ghosted by Susie and Tim at the finish, leaving Jill and me with a one-point lead going into the second day. Speaking of “ghosting,” Jill and I ghosted by my old buddy Emilio and his wife, Sue (who were still sailing FS 3927), in race 4 at the finish line. Things were looking even better on the second day, as we won race 5 with Tim and Susie placing 2nd, giving us a two-point lead going into the final race of the day. A 1st- or 2nd-place finish would give us the victory! However, Tim and Susie won the final race and when the wind lightened up, Jim and Betty became the spoilers, “ghosting” a foot by us, literally at the finish line. According to our initial tallies, we placed 2nd in a tiebreaker to Tim and Susie. This became “moot” as official scorer Felicia Bamer reminded us that there was a “throwout” that all of us had forgotten, which minimized the drama (but not the fun). The margin of victory for Tim and Susie was a more substantial two points. The outcome for us, however, demonstrated how everyone can get in on the fun—and that was the important “takeaway” message. Next year we hope to see the return of usual stalwarts Frank and Marianne Gerry, Jack McClurkin, Ben Williams and Deb Aronson, Chris and John Wright, and Ryan Malmgren, some of whom were at a regatta supporting a new Scot fleet in Indianapolis.

To the left are the posted results of the 2012 Whale of a Sail Regatta for the Scot fleet. 🍀

1	2162	Susie & Tim Stombaugh, Cave Run	1 11 (5) 2 1 = 6
2	5892	Bill Vogler & Jill Rendleman, CSA	2 2 2 1 1 (3) = 8
3	3927	Emilio Tellini & Sue Tellini, CSA	3 5 (6) 2 4 4 = 18
4	4300	Mike Sullivan & Erick Sutton, CSA	4 3 4 (6) 5 5 = 21
5	5430	Jim Harris & Betty Struckhoff, CSSA	(11\DNS) 11\DNS 3 4 3 2 = 23
6	5827	Chuck & Denise Hollman, Delavan	5 4 5 3 7 (11\DSQ) = 24
7	5270	Bill Clark, Pinar & Melanie Halley, CSA	6 6 7 7 (11\DNS) 11\DNS = 37
8	4520	Shirley Bild & Dan Murphy, CSA	7 8 8 (9) 8 6 = 37
9	5473	Thomas Kraft & Stephanie, CSA	(9) 9 9 8 9 7 = 42
10	5638	Felicia Bamer, Donna, Cheri & Chris, CSA	8 7 (11\DNS) 11\DNS 6 11\DNF = 43

Governor's Cup

Geoff Endris

On August 1, 2012, Eagle Creek Sailing Club (ECSC) was approved as host to Flying Scot Fleet 201. Eagle Creek Reservoir is located on the west side of Indianapolis. It is a man-made reservoir with a sailing area that is approximately

and south. This is usually in line with prevailing winds, giving a good windward-leeward course with multiple course options. (East-west winds are a real pain, though, and make for very short races.)

2. Because the lake is small, the wind



Ben Williams searching unsuccessfully for wind on Day 1.

one mile long and one-half mile wide. While this may seem a little small, it has some advantages that make it ideal for Flying Scot sailing:

1. The lake runs primarily north

doesn't have a chance to whip up the waves. The result is lower wave heights and smoother water.

3. Because the lake is narrow, there is more variability in the wind. This favors dinghy sailors who know how to play the wind shifts.

4. And the best advantage: there is a 10-HP motor limit on the lake, so no ski boats and NO JET SKIS!

In addition to being on a great lake for Flying Scots, ECSC has a great facility. At the top of the hill overlooking the harbor is an open-air shelter for large gatherings. It has ample seating, a large stone fireplace, a large outdoor grill,

and a kitchen. For smaller gatherings, there is a lower shelter next to a large camping area. Showers are located in the upper shelter. The club has a long concrete boat ramp, ample parking for day sailors, and self-serve ice on the grounds. There is also a power-washing station and compressed air for trailer tires that always seem to be flat.

ECSC has two multifleet open regattas each year, the Mayor's Cup Regatta held in mid-May and the Governor's Cup Regatta held in mid-September. Each regatta has trophies for each fleet and an overall regatta Cup trophy for the winner of the fleet with the most boats. This year, the Governor's Cup was held on September 15-16.

The Governor's Cup Regatta draws a number of fleets from ECSC, including J/24s and J/22s, Finns, Lasers, M Scows, and catamarans. The event is also a regular stop on the Highlander circuit. The Governor's Cup trophy is usually awarded to either the Highlander or the PHRF fleet.

As captain of the newest Flying Scot fleet, I was determined to see the Governor's Cup go to a Flying Scot. I wasted no time in inviting Scot sailors throughout the district to attend the regatta. I lobbied hard, sent out emails, and generally spread the word to everyone I knew within driving distance. Seven Scot teams answered the call/challenge, including:

- Harry and Karen Carpenter sailing on their daughter Carrie's boat, *Shadow*
- Ryan Malmgren sailing with Carrie Carpenter on his boat, *Rick's American Café*
- Ben Williams and Deb Aronson from Clinton Lake Sailing Club sailing *Sophie*
- Eric Bussell and Chris Tesdal, also



Harry Carpenter chasing Ryan Malmgren.

3. Scots rounding the leeward mark.



4. Scots after the start.



from Clinton Lake Sailing Club, sailing *Wind Talker*

- Frank and Marianne Gerry from Chicago sailing *Helga*

- Geoff Endris and Tom Moore from ECSC sailing *Blown Away*

- Mark and Jane Truax from ECSC sailing *Dream Weaver*

Boats started arriving late Friday afternoon. While skippers and crew were rigging boats and setting up tents, Bob McCoun of the Highlander fleet cooked brats and chili for everyone. For good measure and to show that we were good hosts, we broke out the beer, too.

Saturday morning started with light but steady winds around 5 to 7 mph. It was looking to be a great day as the rest of the out-of-town boats showed up. Everyone enjoyed a large continental breakfast of donuts, fruit, bagels, donuts, muffins, hard-boiled eggs, donuts, coffee, juice, and donuts (we like donuts). Somehow, in the middle of this carb-fest, everyone got registered, rigged, and

ready to go.

There were seven Highlanders, seven Flying Scots, and five PHRF boats registered, so the Scots had a real shot at capturing the Governor's Cup. (There is an elaborate tie-breaking process, but that's a discussion beyond the scope of this article and requires several beers to understand--mainly because it was thought up over several beers.)

Normally there are more PHRF boats (J/24s, J/22s, and Merit 25s), but the weather gods conspired against us this year. First, we had the drought--virtually no rain in July and August. Then there was a PGA event in Indy in August (the BMW Championship). Drought or no drought, they needed to keep the grass watered. The result was that we were losing about an inch of water a day. Most of the J/Boats pulled out of the water in mid-August. We almost cancelled the race until Hurricane Isaac dumped enough water on Indy to raise the water level by about two feet.

ECSC prides itself on its one-page sailing instructions. This keeps the competitors' meeting short and sweet. After a brief [fifteen-minute] competitors' meeting, we were ready to head out.

Apparently, beer plus brats plus chili is not a pleasing sacrifice for the wind gods, because on Saturday they decided we were not worthy. Just before the start, the winds dropped to light and variable. The boats bobbed around until mid-afternoon, when the wind started to fill in. The race committee quickly set up a windward-leeward course going south to north in what looked like the prevailing winds.

We got the first race started and the boats spread out quickly as skippers tried to find and/or chase puffs on the lake. Ben Williams stayed left and promptly sailed into a hole from which he never recovered. Harry Carpenter and Ryan Malmgren stayed right. The rest of us tried to work our way up the middle. In the end, the right side was the best option



5. My favorite: Scots sailing through and screwing up the Highlander fleet.

(contrary to local knowledge and experience). Harry and Ryan made it to the windward mark first. Downwind was an exercise in frustration, as each boat tried to coax some speed out of whatever wind its skipper could find. Harry managed to find the right combination and finished first, followed by Ryan, Frank Gerry, Eric Bussell, Geoff Endris, Mark Truax, and Ben Williams. The boats bobbed around some more until the race committee took pity on us and sent everyone in.

After the race, competitors were rewarded with a dinner of crab-stuffed fish filets, green beans, au gratin potatoes, Portobello mushrooms, and fried biscuits with apple butter (a Hoosier staple). Most people went back for seconds. After dinner, a local DJ entertained us with “age appropriate” music. Eventually everyone moved down to the fire ring at the lower shelter to swap sailing stories late into the night.

Sunday brought better winds, about 7 to 10 mph—great conditions for lake sailing. Eric (*Wind Talker*) broke his tiller extension and tried to jury-rig one using his boom crutch and some duct tape (you should always have some on board). It was a sight to behold, and I commend Eric for his ingenuity. Fortunately, I had an extra one on board and loaned it to him for the day, returning a favor from the Clinton Lake Glow in the Dark Regatta, where I broke my tiller extension and borrowed one from Eric’s dad.

With better wind, skippers took a few more chances, resulting in lots of action with several lead changes. In the first race, Harry finished first again. Ryan was over early (as usual), but managed



6. Scots setting up for another start. Note the rest of the fleet going the opposite way of the two leaders.

to finish second. They were followed by Geoff, Eric, Frank, and Ben. Mark Truax did not make it back on Sunday. The second race was a repeat of the first. This time, Ryan found the start line (undoubtedly wanting to avoid further dirty looks from his crew, Carrie), but Harry found the windward mark. This allowed Frank and Geoff to slip in for 2nd and 3rd, while Harry dropped to 4th, giving Ryan the regatta win.

Final race results were:

#	Skipper	R1	R2	R3	Total
1	R. Malmgren	2	2	1	5
2	H. Carpenter	1	1	4	6
3	F. Gerry	3	5	2	10
4	G. Endris	5	3	3	11
5	E. Bussell	4	4	6	14
6	B. Williams	7	6	5	18
7	M. Truax	6	DNS	DNS	20

In the end, the Highlanders won the Governor’s Cup. Since the same number of boats was registered in the Flying

Scot and the Highlander fleets, the trophy went to the fleet winner with the lowest point score. If only Harry had not hit that last windward mark, we would have been treated to this great Kabuki dance whereby the race committee would have had to try to justify giving the trophy to the Highlanders. (However, I’m not sure there was enough beer left over to fully explain the process to all the competitors.) So, we snuck up on the Highlanders and nearly stole the Governor’s Cup from them. One more boat and we would have had it! We need

more Scots next year to take it away!

After the regatta, we reheated the leftovers from the previous night, heated up the extra chili and brats (since the wind gods didn’t want them anyway), and gave everyone a good lunch before sending them on their way.

Next year, ECSC will host three weekend regattas--the Mayor’s Cup in early May, the Governor’s Cup in mid-September, and a new Flying-Scot-only regatta currently scheduled for June 22-23 that will also serve as the Midwestern District Championship. Because of the central location, we hope to get more boats from southern Michigan and Ohio. So if you want some great lake sailing without the nuisance of powerboats or jet skis, come on out. We’d be glad to have you. You can get more information about ECSC, including a picture of the facility, at www.ecsail.org, or contact me at glendris@gmail.com. 🏠

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

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

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Rudder Lift System...

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Going It Alone

Geoff Endris



It was the Eagle Creek Sailing Club's 2012 Governor's Cup Regatta. We had seven Flying Scots sailing. At the end of the first day, we were in 5th place. I was a little disappointed, but the winds were light and variable—not my best sailing conditions. I was hoping to improve on Sunday. At 5:30 on Sunday morning, the phone rang. Now I don't know about you, but I've never received good news over the phone at 5:30 A.M. Well, this was no exception. My crew was calling to let me know that his mother-in-law had died the night before and that he wouldn't be able to sail that day.

With no crew for the second day of my club's regatta, I had two choices: (1) drop out of the race or (2) sail alone without a crew. At that point, I had never sailed my Flying Scot solo. I had sailed solo on other boats, namely my Sovereign 7.0 and my Catalina 22, but I had never raced a two-man dinghy solo. Since the winds for Sunday were forecast to be around 10

mph, I thought it was high time I tried it. Besides, I was currently 5th out of seven boats. There wasn't much further for me to drop in the standings. I chose option #2.

I found it a rich and rewarding experience. Here is what I learned:

1. Turning the boat is a lot more complicated when you are sailing solo. As a skipper on a two-man crew, I was used to saying "Let's tack," throwing the tiller over, and changing sides. The main tacks itself, and the crew moves the jib over. Pretty easy. Jibing is a little more complicated, but, again, I mainly steer and the crew does all the work. When you are tacking solo, you have to choreograph putting the tiller over, uncleeing the leeward jib sheet, shifting over to the new windward side, sheeting in the new leeward sheet as you go over, and then trimming the windward sheet (for upwind). On jibes, you have to do all that and also make sure the mainsheet doesn't get wrapped up with the rudder.

2. Since I had never raced the Scot solo, I decided to forgo the spinnaker and sail wide broad reaches instead. This turned out to be the right choice, as I lost very little ground on the downwind legs and came into the leeward mark sailing at higher speed and with a better shot at a wide-in, tight-out rounding. But it also forced me to pay more attention to sailing angles (see #1 above).

After the race, I practiced flying the spinnaker and found that I could launch, sail, jibe, and douse fairly easily, as long as I didn't use the spinnaker pole. I was even able to keep the spinnaker full throughout the entire jibe. The secret was to keep both sheets clipped in. I'll have to experiment with the pole to see how that is done.

3. Without a crew, I had to come up with an overall strategy by myself. There was no sounding board; it was all up to me. This caused me to put a lot more thought into strategy.

4. I had to make all the decisions about tactics and timing. There was no one to offer countersuggestions or watch other boats for timing. Tacking or jibing at the wrong time had a high cost, because the risk of messing up the tack/jibe was greater (see #1 and #2 above). As a result, I was forced to think more about tactics and pay more attention to wind shifts and the other boats. I had never noticed this before, but without a crew, you can actually hear your close competitors tacking; you don't have to look at them.

5. I'm one of those skippers who are constantly adjusting the sails. This can cause friction with my crew. "Let out the jib one inch. No, that's too much; bring it in one-half inch. A little more. OK, now let it out two inches." Without a crew, it was easy to get the exact sail trim I wanted.

Continued On Next Page

Glow in the Dark

Deb Aronson

The sixth annual Glow in the Dark Regatta took place this year on the weekend of August 24-26. As per Glow tradition, on Friday night there was a potluck. We enjoyed brats brought by Frank and Marianne Gerry (Delavan fleet) and beer provided by Deb and Luther Torgerson (Madison fleet). Also according to tradition, glow sticks were distributed. In a (very positive) departure from tradition, an acoustic guitar duo played excellent music into the evening, while sailors congregated around the fire pit.

Like most Midwest lakes, the Clinton Lake water level was quite low after this summer's terrible drought, but everyone managed to launch the Scots at a ramp more commonly used for motorboats. Even though the regatta was held in the dog days of summer, the winds were quite impressive. Saturday, in particular,

was so windy and gusty that the rescue boats were kept plenty busy.

After all boats were in and put to bed, Carrie and Harry Carpenter and Ryan Malmgren generously shared their expertise with the other sailors gathered at the pavilion around the cooler of beer. Harry and Carrie said these were some of the hardest conditions they'd ever sailed in. Whew! People learned a lot about tuning and trimming in heavy wind, and then there was a discussion of how to right a capsized boat. Carrie pointed out that it works best if the entire crew congregates at the top of the mast before taking any action. If, instead, one person goes directly to the centerboard and the other goes to the top of the mast, it is impossible to check on each other or even to relay instructions, because the boat is such a large barrier.

We then enjoyed a steak dinner and tried to stay awake to enjoy another great

bonfire. Results (in staying awake) were mixed!

The next morning we were treated to an enormous rainstorm! Everyone huddled under the pavilion, squeezing into a smaller and smaller section that was still dry despite the blowing winds. Meanwhile, Felicia Bamer from Carlyle Lake very gamely cooked a hot breakfast for everyone, including eggs, bacon, and sausage. Yum!!!!

The rain cleared in time for us to run our last two races. The wind had moderated some, but there was still plenty of it. Harry and Carrie Carpenter, sailing *Shadow*, dominated the weekend. Ben Williams and Deb Aronson in *Sophie* took 2nd, Frank and Marianne Gerry took 3rd in *Helga*, Cain Goettleman and Ryan Malmgren from Ephraim Yacht Club were 4th, and Mark and Maria Benner from Moraine Sailing Club (Ohio) were 5th. ▲

Continued From Page 10

MIDWESTERN DISTRICT

If I wanted the jib sheet trimmed one-half inch, I got the jib sheet trimmed exactly one-half inch. I could mess with it to my heart's content.

6. I was forced to think further ahead than I had ever done before. Sailing with a crew, I had become accustomed to thinking "on the fly." Sailing solo, I had to plan my maneuvers further in advance.

Overall, I found the experience to be very educational. It is amazing how much we depend on our crew to feed us information about the boat, other competitors, and the wind. Without a crew, I had to gather and process this information myself. This forced me to get my head out of the boat

and pay attention to what was going on around me—something all the good sailors say you should do. I was forced to sail by feel and not by intently focusing on tell-tales. Once I understood the choreography of tacking and jibing, it was pretty easy to focus outside the boat.

I gained a deeper understanding of boat balance, sail trim, course management, and tactics. Because I was more focused on what was going on around me, I enjoyed the race more. I also found that I got even more satisfaction out of a mid-fleet finish. I finished 3rd in the two races on Sunday and moved up to 4th overall, just one point out of 3rd place. I think this was at least

partly due to my increased focus outside the boat during the races on Sunday.

So, my advice is: don't let the lack of a crew stop you from sailing or racing. Take advantage of the situation and do some solo sailing. I think you will find the experience very rewarding and you will gain a deeper understanding of how your boat sails.

I have suggested to our Racing Chair that we have "solo sailing" regattas at the club next year, and I am looking forward to regattas that offer a solo class. I am also less likely to let a lack of crew stop me from traveling to nearby regattas. Perhaps we should add a solo class to the Flying Scot North American Championships. ▲

Atlantic Coast Championships

Dave “Sailordave” Batchelor, FS 5164

In 2000, Fleet 27 decided to run a district championship regatta at Edenton, in the northeast corner of North Carolina. This is a great venue on the Chowan River at the west end of the Albemarle Sound. Hans Noordanus, who was then District Governor for the Capitol District, asked if we could combine our district regattas. (Hans now lives in the Netherlands and has two beautiful children.) We alternated the combined district championships for a few years, and then the Flying Scot Sailing Association (FSSA) decided to make it the Atlantic Coast Championships, with sites up and down the coast but east of Interstate 95 so that it would be a coastal regatta in most cases.

Running an FSSA-sanctioned regatta like the ACC is a big undertaking. The expectations for excellence in all aspects of the regatta are high, as skippers and crews travel long distances to compete against other top sailors. The job is even harder when the regatta venue is 150 miles away in coastal North Carolina and there is no yacht club facility available. Fleet 27’s fleet captains, Alan and Pat Backus, handle these issues like pros. They’ve run this regatta before, and they have the local contacts and support to make it happen.

Edenton is a small, historically rich town that actively embraces sailboat racing; it has hosted many regional regattas, as well as national championships for the Windmill and Thistle classes. When you meet with the director of the Chamber of Commerce and the commodore of the Edenton Yacht Club, they take care of lots of stuff. The town reserves the whole harbor plus launching and parking areas for Scots only, and the club arranges for all the support boats and



After the start.



Harry Carpenter and John Aras battle downwind.

drivers. In addition, they erect a large tent that serves as regatta headquarters.

Alan and Pat recruited ten volunteers from other fleets in the Carolina Sailing Club to serve on race committee, with Joleen Rasmussen serving as PRO. We even had a volunteer from neighboring Lake Townsend YC. Joleen is well qualified and has run many regional and even national regattas, and her organizational and management skills are well

known. Eric Rasmussen served as the US SAILING senior judge and had an easy time, with rule-breakers doing their penalty turns on the water. (The Scots believe in reciprocity; they recently served as race committee for the Thistle Districts and will be RC again for an upcoming Buccaneer regional regatta.)

It’s about a mile sail out Edenton Bay to the racecourse on the Chowan River, which widens into the Albemarle Sound.

This allows for some good, long courses away from land effects, and the sailors seemed to enjoy the great conditions. Winds were averaging 12 mph with gusts to 15 on Saturday, causing some steep chop over the relatively shallow waters. The chop was challenging to some of our inland sailors, but the big dogs ate it up.

A social with cold beer and wine plus snacks was enjoyed under the tent as winds cooled the sailors after they docked their boats in the well-protected harbor. It was a beautiful site looking out

over the bay. Southern-style barbeque and all the fixings were served, along with flounder for the non-barbeque eaters. Leftovers were kept refrigerated and made for some excellent lunches the next day as we waited for the awards.

There were 22 Scots from North Carolina, Virginia, Maryland, and Pennsylvania. At the awards ceremony, the competitors showed great appreciation for all the work put in to run this regatta. The Flying Scot Foundation just started supplying competition medals for FSSA-sanctioned events,

and this was the first regatta to use them. I think it very fitting that Harry Carpenter [Flying Scot builder] was the first to receive a gold medal. As the presenter for the medals, I made it very clear that hugs and kisses—as in the Olympics—would not be part of the presentation. This got a good laugh, and then a young lady spoke up to ask if I'd bend the rules if a lady received the award. Of course, rules are meant to be broken in such cases, and I did accommodate the lady. Trophy and medal winners are shown below. 🏆

Atlantic Coast Championships – Overall					
Sail No.	Skipper	Crew	Club	Total	Place
5248	Harry Carpenter	Adam Keen	Deep Creek YC	10	1
5310	John Aras	John Blonski	Annapolis YC	10	2
5055	Len Guenther	John Wake	Fishing Bay YC	17	3
5037	Jay Buhl	Mike Karn	Fishing Bay YC	26	4
Carolinas District Championship					
4736	Ed Summerfield *	Herb Lindsay	Washington, NC	31	5
Atlantic Coast Championships - Mid Fleet					
4104	Chris Cookson	Pete Cookson	Greater Richmond SA	55	11
5678	Bob Strang	Janet Nelson	Selby Bay Sailing Center	63	12
5818	Jack Griffin	John Tucker	Carolina Sailing Club	64	13

Friends Gather at Lake Norman Yacht Club to Remember Diane Ross Carol Claypool

Family and friends gathered at LNYC in honor of Diane Ross, who passed away in August. Among those at the gathering were Diane's husband, Bill Ross; her brother, Paul Bernard (from Maine); several nieces; and Diane's and Bill's children, Mike, Steve, and Mindy, and their spouses, children, and several in-laws.

On the table with the guest book, there were framed pictures of Diane, including one on her wedding day. A montage of pictures taken of Diane over the years and assembled by Steve, the middle child, played on two screens at opposite ends of the room. Decorations chosen by Mindy,

the youngest child, included white tablecloths and table skirts, nice serving dishes, containers of mums, and several displays of Stargazer lilies, Peruvian lilies, pink roses, white gladioli, and pink carnations. These gave an elegant touch to the reception and reminded everyone of Diane.

Mike, the oldest child, spoke for the family about Diane as a wife, mother, grandmother, host of a B&B for sailors, LNYC event volunteer, and Ross Camp Director during sailing camp. He also spoke about how the tide that always goes in and out went out eventually for Diane. A local clergyman offered prayers and Bible verses. Mike thanked all of the

numerous friends who had supported Diane and the family during her last two months in the ICU at the Cleveland Clinic, and then he invited everyone to enjoy each other's company and the food.

Diane was a champion in life, both literally and figuratively. She and Bill were Thistle Fleet Champions at LNYC, and she was the Fairmates (Women's Sunfish) Champion. She was a tremendous support to her family and guests, making sure they were well taken care of. At the same time, she herself had fun all along the way, whether at home or on sailing and non-sailing road trips. Three cheers for Diane. 🏆

An Incentive to Travel –The Fleet 163 Sterling Trophy

Mike Noone, FS 5850; Secretary, Fleet 163

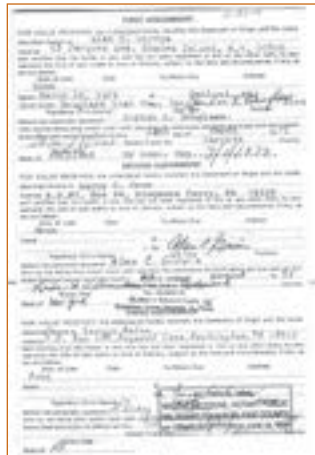
At a recent regatta on the East Coast, the organizer was heard to say, “Those Nockamixon boats are everywhere!” While they may not actually be everywhere, teams from Lake Nockamixon Fleet 163 do travel a lot...and there are some good reasons for that. One reason in particular is the Fleet’s “Sterling Trophy,” which was established to encourage Fleet teams to travel to distant Flying Scot Sailing Association (FSSA) regattas and to compete for this fine Fleet travel trophy.

The concept of the Sterling Trophy was initiated when George Balas served as our Fleet Captain some years ago. George wanted to build on the great local Fleet camaraderie by encouraging more members to travel to distant events where they could compete against more experienced Flying Scot sailors and improve their sailing skills and gain knowledge of other fleets within FSSA. George constructed the Sterling Trophy using some fine oak boards and a re-chromed hubcap from a Sterling boat trailer...but not just any old trailer! George sails FS 1892, which came with a Sterling trailer that he patiently restored at the same time that he restored FS 1892 for a new life as Silver Girl at Lake Nockamixon. That trailer came with an original Title signed by Sandy Douglass himself, and that Title is now laminated into the back of the trophy.

When the Sterling Trophy was presented to Fleet 163 by George and his wife, Linda, in 2004, they also wrote a “Deed of Gift” patterned on the original America’s Cup deed, with some simple rules for potential recipients to follow. Any Fleet team can earn “Sterling Points” by competing in any distant Flying Scot regatta and then dividing the round-trip miles traveled by their finishing position in their division. The round-trip distance is taken from our lake to the regatta venue,



1. The Nockamixon Fleet 163 “Sterling Trophy”



2. The original Title to the Sterling trailer signed by Sandy Douglass

using Google Maps. The minimum travel time for an event to qualify as “distant” for Sterling Points is now set at 1¾ hours from our lake, which allows regattas at several New Jersey “shore” clubs to be included in the competition. The first winner of the trophy, Bob Weeks (FS 5452), earned his points by successfully competing in the Fall 48 regatta at Lake Norman in 2004.

The Sterling Trophy had an immediate impact on the number of Fleet 163 teams competing in distant regattas and national FSSA events. Most of the boats at our lake are sailed by wife-husband teams, and in 2005, four (4!) Fleet teams traveled to West River Sailing Club, Maryland, to compete in the Flying Scot Wife-Husband Championship--a record attendance for

3. Bob Weeks (in white shirt), FS 5452, receives the first award of the Sterling Trophy in 2004 when the trophy is introduced to the Fleet by Linda and George Balas, who are surrounded by other Fleet travelers. Note: No plates yet on the trophy!



our Fleet! The Fleet traveled together in a convoy for support, stopped for a picnic at a rest area on the road, and enjoyed dinner together at a fine fish restaurant. At that event, our teams also had the opportunity to participate in a seminar by Greg Fisher on rigging, tuning, and sailing the Flying Scot--another great benefit from attending this kind of regatta.

Fleet 163 had been participating in the Wife-Husband regattas since 1995, when a former Fleet Captain, Bert Van Anglen, FS 4390, traveled with his wife, Mariellen, to the event at Lake Norman Yacht Club, North Carolina. Bert persuaded Brenda and Mike Noone, FS 3678, to join them for the Wife-Husband the following year at Privateer Yacht Club, Chattanooga, Tennessee, and ever since that time, Fleet 163 teams have traveled to the Wife-Husband regatta every year--and they’ve brought home a few awards! In 2009 we set a new record for Wife-Husband participation when five (5) teams competed in the W-H regatta at Lake Massapoag, Massachusetts.

Fleet 163 set a new record for participation in the Flying Scot NACs in 2008 when seven (yes, 7!!) teams competed at Toms

River Yacht Club, New Jersey. Another tradition of Fleet 163--the "Yellow-Jersey" competition--began at that event. (See *Scots n' Water*, vol. 53, no. 3.) At the 2011 NACs at Cedar Point Yacht Club, Connecticut, we had five (5) teams competing, and three of

Scot sailors and competing with the best of them, is the opportunity to exchange club burgees with so many fine clubs. Fleet 163 now has a collection of 30 burgees, which we display at Fleet picnics and hang on tents at other events (un-

fortunately, we do not have a clubhouse for the display). Nockamixon travelers have been welcomed at some fine clubs, and in a few cases the number of our traveling teams has even exceeded the number of participants from the home club. Does your club have a Nockamixon burgee yet?

From New Orleans, and Oklahoma City, to Marblehead, MA, and from Stone Harbor, NJ, to Delavan and Ephraim, WI, Nockamixon sailors have traveled and enjoyed the benefits of participating in FSSA events and enjoyed the fun of competing for a fine Fleet travel trophy. Why not establish a similar trophy at your club and set

up some rules for a competition that will encourage your fleet to travel and compete in more of the excellent FSSA regattas that will get your fleet increased recognition on the national scene? I am sure that the standard of competition will greatly increase within your home fleet when they return.

In 2012, the Sterling Trophy competition has, so far, seen eight different teams earn points. Seven teams began the traveling year in May by attending the Full Moon Regatta at Monmouth Boat Club, NJ. (Interestingly, it was the Full Moon Regatta in 1995 where Fleet 163 teams traveled for the first time ever, when Fleet Captain Mike Linne, FS 4283, took two teams to race at MBC even before we had the Sterling Trophy.) Fleet 163 teams have also traveled to the Capitol District regatta at Susquehanna Yacht Club, Pennsylvania, in May; the NACs at Lake Carlyle, Illinois, in June; the Sandy Douglass Memorial Regatta at Deep Creek, Maryland, in July [three teams]; Saratoga Lake, NY, and the Avalon Cup, NJ, in



4. Fleet 163 competitors and their awards at the 2009 Wife-Husband Championship at Lake Massapoag (above)



5. Our current Fleet Captain, Mike Mandell, FS 5010, and his son Sam proudly hold the Sterling Trophy for 2010, which was earned with 844 points by impressive performances at the Flying Scot Midwinters and the

North American Championships (NACs), both of which were held on the Gulf Coast, with lots of miles to travel!

them came home with awards! The camaraderie of the teams at Cedar Point was also evident in another of our internal Yellow-Jersey competitions. (See *Scots n' Water*, vol. 55, no. 5.) In fact, in 2011, Fleet 163 set another new record by having at least one team at every FSSA national championship--the Midwinters, Wife-Husband, North American Championships, and Atlantic Coast Championships. We also set a record of four (4) teams competing in the Greater NJ District Championship and four (4) teams at the Atlantic Coast Championships. As a result, in 2011, eight teams earned points in the Sterling Trophy competition--and the eventual winners earned a total of 1,894 points for the year!

Membership in FSSA is mandatory for scoring in all of our Fleet racing, and all boats in the Fleet are easily recognized by the Nockamixon Sail Club burgee decal proudly displayed on their transoms, alongside their annual FSSA transom stickers. An added benefit of all of this travel, in addition to meeting some great Flying



6. George Balas awards the Sterling Trophy for 2011 to Brenda and Mike Noone, FS 5850, who sealed their win with a 1st Place in the Challenger Division at the Wife-Husband Championship at Lake Delavan, WI.



7. Fleet 163 Treasurer, Len Evelev, FS 4583, surrounded by some of the burgees that the Fleet has exchanged in their travels over the years, discussing fine wines at a Fleet picnic alongside former Fleet Captain Bert Van Anglen and his wife, Mariellen, who were the first Fleet 163 sailors to venture to the Flying Scot Wife-Husband Championship



8. The transom of a Fleet 163 boat competing in the 2011 Atlantic Coast Championships on a muddy Potomac River--promoting the Fleet and FSSA

August; the Patty Applegate Memorial Regatta at Toms River, NJ, and the ACCs at Edenton, NC, in September; and the Wife-Husband Championship in Alabama in October! It is clear that the fine "Sterling Trophy" has had a significant influence on travel to, and support of, many FSSA events by Nockamixon sailors. Could a similar trophy help to stimulate more travel by your home fleet? 🍷

Making Waves!



Photo: Hew Hamilton

A FEW OF OUR FINISHES

Summer Regatta, Mobile YC—1st & 2nd
GYA Jr. Lipton Regatta, —1st
Rappahannock River YC Annual—1st
Pat Gilliland Regatta, Jackson YC—2nd
GYA Opening Regatta, Pensacola YC—2nd
GYA Lipton Regatta, Pontchartrain YC—2nd

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Crofton, MD 21114

Boat #5466/Fleet #0

J. Scott Rainey
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Alexandria, VA 22308

Boat #2408/Fleet #0

Charles Wineberg
1203 Shackamaxxon Street
Philadelphia, PA 19125

Boat #5050/Fleet #97

Cyrena Simons
4881 Anchors Way
Galesville, MD 20765

Boat #4868/Fleet #155

Peter Hollberg
14617 Standing Oak Court
Midlothian, VA 23112

Dixie Lakes District

Boat #4416/Fleet #197

Henry Wilson
912 Rivera Ave SE
Huntsville, AL 35802

Greater New York District

Boat #3727/Fleet #0

Mark Cummings
49 High Ridge Road
Redding, CT 06896

Boat #5652/Fleet #0

Neil Farrow
8 Lake Road
Ridgefield, CT 06877

Boat #/Fleet #0

Brian Fell
160 East 84th St, Apt. 20E
New York, NY 10028

Boat #5994/Fleet #0

Christian Kastrud
74 Cooks Cross Road
Pittstown, NJ 08867

Boat #5758/Fleet #162

Robert Vogel
72 Dock Watch Hollow Rd
Warren, NJ 07059

Boat #5937/Fleet #202

Mark Johnson
709 Kings Hwy
Moorestown, NJ 08057

Boat #3775/Fleet #202

Robert Keppel
202 Georgian Drive
Cinnaminson, NJ 08077

Boat #3713/Fleet #202

Bruce Nicholson
2350 Fairway Road
Huntingdon Valley, PA
19006

Gulf District

Boat #3665/Fleet #153

Barbara NarbyF
5751 Eunice Iota Highway
Eunice, LA 70535

Michigan-Ontario District

Boat #4663/Fleet #34

Jack Horrell
3827 Paxton Ave, Apt 811
Cincinnati, OH 45209

Boat #5377/Fleet

Tom Wright
37 Maclaren Street
Ottawa, ON Canada
K2P0K3

Midwestern District

Boat #0547/Fleet #0

Keith Powell
3403 Braberry Lane
Crystal Lake, IL 60012

Boat #/Fleet #44

Teddy Papenthien
10652 Sister Bluff Drive
Sister Bay, WI 54234

New England District

Boat #5996/Fleet #0

Winthrop D. Piper
PO Box 367
Etna, NH 03750

Ohio District

Boat #6007/Fleet #0

Margaret Beattie
506 Summit Drive
Ligonier, PA 15658

Boat #5954/Fleet #0

Timothy C. Riley
4725 Clearview Drive
Anderson, IN 46013

Boat #0115/Fleet #80

Richard Baker
600 Elm Court
Butler, PA 16001

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



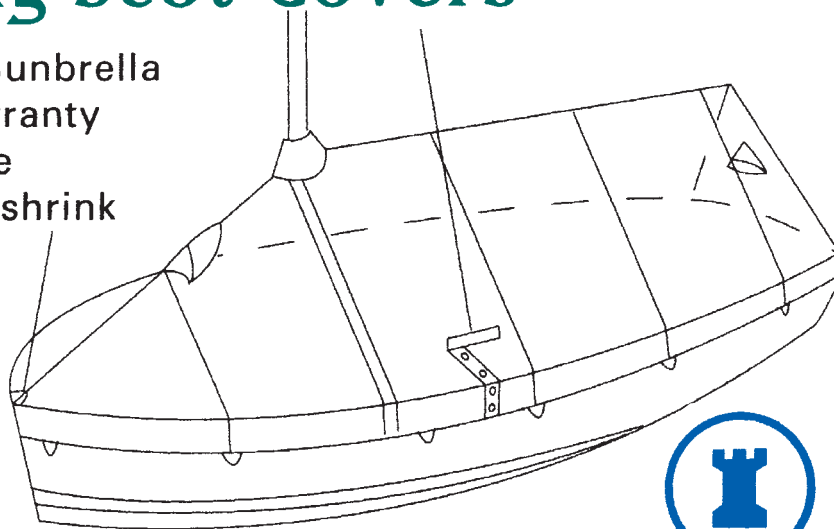
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FS 275, Douglass built 1961, \$1,500.00
Contact: Roger Jurgovan, Flying Scot Inc., 301-983-0961, rjjurgovan@comcast.net

FS 2222, Douglass built 1972, \$3,600.00 Contact: Fred Liesegang, Brookhaven, NY, 516-567-3567, fred4936@yahoo.com

FS 2373, Customflex built 1973, \$2,300.00 Contact: Bill Allgaier, Traverse City, MI, 231-933-5414, sailtvc@chartermi.net

FS 2636, Douglass built 1974, \$5,000.00 Contact: Ted Weihe, Sarasota Sailing Squadron, 571 228-5939, Picardy210@gmail.com

FS 3033, Douglass built 1977, \$2,500.00 Contact: Charles Von Hagel, Rehoboth, DE, 410-838-9261,

FS 3908, Douglass built 1983, \$4,800.00 Contact: William Dwyer, Central, NJ,, Foursailing@verizon.net

FS 4249, Douglass built 1986, \$6,500.00 Contact: Gary Durno, Stony Lake, Ont, Canada, 705-654-3189, gdurno@aol.com

FS 4393, Douglass built 1987, \$3,000.00 Contact: Richard Johnson,

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FS 4711, Douglass built 1990, \$6,800.00 Contact: Abbie Fassancht, McHenry, IL, 815-355-1699, agfjhf@comcast.net

FS 4849, Flying Scot, Inc. built 1992, \$7,500.00 Contact: Mike Mossberg, Island Park, (South Shore LI.), 516-851-3632, mikeyp41@optonline.net

FS 4909, Flying Scot, Inc. built 1993, \$8,500.00 Contact: , Columbia, SC, , tsmithlawfirm@aol.com

FS 4969, Flying Scot, Inc. built 1994, 10-12000 Contact: Paul-Jon Patin, Blue point LI, NY, 917-749-4284, pj@starboardpassage.com

FS 5014, Flying Scot, Inc. built 1995, \$7,040.00 Contact: Rick Lyons, Pinckney, MI, , rl@chartermi.net

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FS 5077, Flying Scot, Inc. built 1996, \$9,000.00 Contact: Thomas Fonseca, Rockville, MD, 240-876-7082, FlyingScot5077@gmail.com

FS 5113, Flying Scot, Inc. built 1997, \$8,300.00 Contact: Theodore Jeske, Syracuse, NY, 315-214-3398, jeske1@mac.com

FS 5415, Flying Scot, Inc. built 2001, \$11,000.00 Contact: Dan Via, Williamsburg, VA, , viasudan@aol.com

FS 5466, Flying Scot, Inc. built 2002, \$12,000.00 Contact: Noel Clinard, FBVC, Deltaville, VA, 804-338-4066, nclinard@hunton.com

FS 5803, Flying Scot, Inc. built 2008, 14,900.00 Contact: Stewart Early, Nova Scotia, PA, , searly011@verizon.net

FS 5861, Flying Scot, Inc. built 2008, Call Contact: Mike Miller, Richmond, VA, 804-230-4985, mbm5721@aol.com

FS 5911, Flying Scot, Inc. built 2010, \$16,900.00 Contact: Keith Taylor, Garrett County, MD, 301-876-4585, keithgtaylor@atlanticbb.net

FS 5937, Flying Scot, Inc. built 2011, \$16,750.00 Contact: Don Hoefle, Dealership Showroom, 609-351-0825, sales@winterssailing.com

FS 5939, Flying Scot, Inc. built 2011, \$18,500.00 Contact: John Corson, Hanover, NH, 603-643-5641, john.a.corson@dartmouth.edu

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Sails, North Spinnaker BR-1 Radial Cut - Sold Oct. 2012, xxx@yy.com

Sails, 2008 North Snug Jib & Main - only used in the 08 NAC by North \$1100 + S&H 2005 North Snug Jib & Main - lightly used one season \$900 + S&H 2009 North Full Radial Spinnaker - Bright Green - only used 3 times \$700 + S&H , 860-946-9957, fs3063@yahoo.com

Sails, 2010 North Main & Snug Jib in great condition \$700 + shipping, 239-404-7407, robertmcclwain@comcast.net

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM NOVEMBER 2012 – SEPTEMBER 2013)

FSSA Cajun Country Championship 11/24/12

Lake Arthur Yacht Club
Lake Arthur, LA,
Info: taggline@usa.net

Florida Circuit #3, Jacksonville 12/01/12 - 12/02/12

Rudder Club Jacksonville, FL,
Info: stewdrew1@yahoo.com

Sugar Bowl Regatta 12/29/12 - 12/30/12

Southern Yacht Club New Orleans,
LA, Info: taggline@usa.net

43rd Annual George Washington's Birthday Regatta 02/16/13 - 02/17/13

Lake Eustis Sailing Club Eustis, FL,
Info: koa499@centurylink.net

2013 Midwinters Warmup Regatta 03/09/13 - 03/10/13

Davis Island Yacht Club Tampa, FL,
Info: dianekampf@charter.net

2013 FSSA Midwinter Championship Regatta 03/11/13 - 03/15/13

Sarasota Sailing Squadron
Sarasota, FL,
Info: limerun@gmail.com

2013 Wife-Husband 06/29/13 - 06/30/13

Deep Creek Lake Swanton, MD,
Info: ravance@zoominternet.net

2013 North American Championships 07/13/13 - 07/19/13

Lake Norman Yacht Club
 Mooresville, NC,
Info: dsmith@concordnc.com

Lake Michigan Championship Regatta 07/20/13 - 07/21/13

Milwaukee Community Sailing
Center, Info: courtney@jee.com

2013 New England Districts 8/3/13

Stone Horse Yacht Club
Harwichport, MA,
Info: courtney@jee.com

Massapoag Yacht Club 64th Annual Regatta

09/07/13 - 09/08/13
Massapoag Yacht Club Sharon, MA,
Info: dianekampf@charter.net

Seventh Annual Glow in the Dark Regatta 09/27/13 - 09/29/13

Clinton Lake Sailing Association
Clinton, IL,
Info: debaronson@nasw.org



1ST PLACE FLORIDA DISTRICTS AT CHARLOTTE HARBOR
1ST PLACE LABOR DAY - EUSTIS SAILING CLUB
1ST PLACE GREAT SCOT REGATTA - BIRMINGHAM SAILING CLUB
1ST, 2ND, 3RD(*), 5TH FLORIDA DISTRICTS AT EUSTIS
1ST(*) PLACE MIDWINTER WARM-UPS
2ND(*), 3RD PLACE MIDWINTERS
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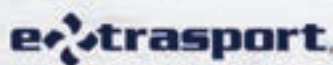
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