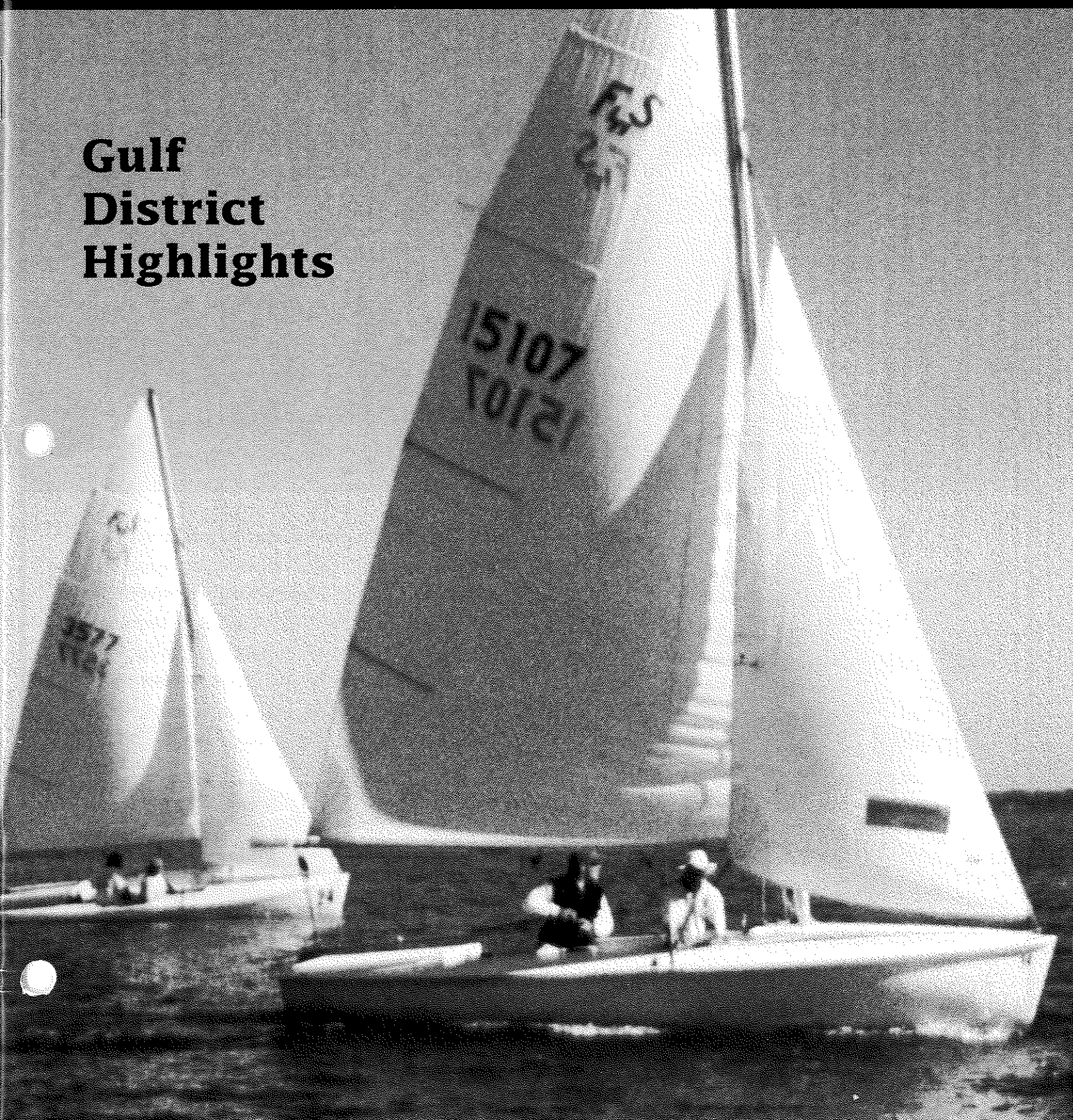


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 45 NUMBER 3 2001

Gulf District Highlights



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Photo by Bill Hillman



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Flying Scot® Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860
Email: info@fssa.com

PRESIDENT

James B. Harris*
775 Haw-Thicket Lane
Des Peres, MO 63131
(314) 966-8404
jamesbharris@worldnet.att.net

FIRST VICE-PRESIDENT

Jack McClurkin*
1620 Chesapeake Drive
Hoffman Estates, IL 60195
(847) 991-8092
jmcclurkin@aol.com

SECOND VICE-PRESIDENT

William B. Ross
178 Woodstream Road
Mooresville, NC 28117
(704) 664-9567
wwross2@cs.com

COMMODORE

Daniel Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
(412) 831-1042
Samoyed@cobweb.net

SECRETARY

Bill Vogler
1902 E. Taylor Drive
Bloomington, IL 61701
(309) 663-0576
bvogler@ilstu.edu

TREASURER

Susie Stombaugh
2341 Wilmore Road
Nicholasville, KY 40356
(859) 885-3302
fs2162@netzero.net

IMMEDIATE PAST COMMODORE

Terry Dees-Kolenich*
4 Navy Lane
Spanish Fort, AL 36527
(334) 626-7175

FSSA MEASURER

Robert J. Neff
1032 Old Turkey Point Rd.
Edgewater, MD 21037
(410) 798-4146
neffs@aol.com

EDITOR, SCOTS 'n' WATER

Lynne 'Sunshine' Hartman
P.O. Box 1066
Champaign, IL 61824-1066
(217) 355-1220
gw7lynn@aol.com

DESIGNER (1904-1992)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Jamie Cannon
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646
(800) 445-8629
info@fssa.com

*Denotes Executive Committee Members

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Scots 'n Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 6 Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, **October 15**; March/April issue **December 15**; May/June issue, **February 15**; July/August issue, **April 15**; September/October issue, **June 15**; November/December issue, **August 15**. **Ad Rates:** Call Cara Turner at (800) 445-8629.

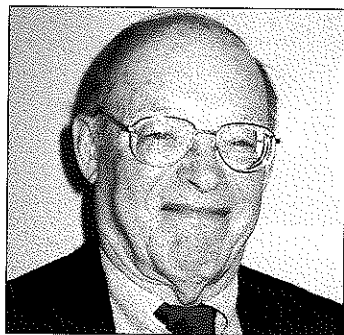
Postmaster: Please send change of address to Scots 'n Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynn@aol.com.

LAYOUT DESIGN: Nancy H. Cooper. **ADVERTISING:** Cara Turner (800) 445-8629.

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On the Cover: Jubilee Regatta, November 2000.



From the President

by Jim Harris, FS 4296

Well, another great Mid-Winter regatta is history. The folks at St. Andrews Bay Yacht Club did a great job of hosting. A special thanks to Jim (tireless) Robinson, regatta chairman and John (where's that mark?) Morrow for their outstanding work. We hope Commodore Will Dean will have us back next year. I encourage you to look at the action photos at www.fwyc.org.

The District Governors' meeting went well and the minutes are in this issue. I want to encourage the District Governors and Fleet Captains to improve the FSSA membership. If you want ideas, contact Florida District Governor, Charlie Fowler, or Fleet 83 Captain, Bill Clark. Both do an outstanding job.

We are going to try a different approach for getting junior sailors in Flying Scots. (See blurb at right) For the 2001 NAC, juniors can participate in the Junior NAC by becoming only an associate member. We hope this encourages the juniors, especially at the host club, to compete in a national regatta.

Another interesting subject discussed was the possible separation of the senior/masters series to a stand alone regatta. What do you think?

By the way, congrats to all the winners. They continue to sail well and encourage the rest of us to do better. I have got to re-shim my centerboard.

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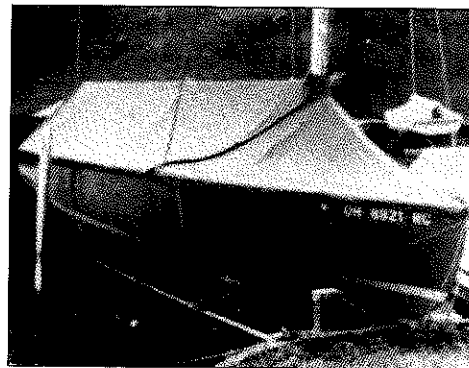
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Minutes from the Board of Governors Meeting at Midwinters, April 2001

Jim Harris, president, called the meeting to order. He welcomed everyone and asked each person to introduce himself or herself.

The minutes were approved as mailed.

The Treasurer's report was presented by Susie Stombaugh and MaryAnn Crews. The motion was made, seconded and passed to accept the report.

Jim announced that Tony DiResta had resigned and Susie Stombaugh had agreed to serve as Treasurer. This left a vacancy in the secretary slot. Paul Moore moved that the Executive Committee appointment of Susie to Treasurer be ratified. This was seconded and passed. Paul then moved that Bill Vogler be nominated for Secretary. This motion was seconded and passed.

Bob Neff passed out copies of his Chief Measurer's report. (See page 6) Two issues were addressed, Forestay Tension Adjuster and Minimum Cloth Weight. Bob recommended we stay with the current CMR on Forestay Tension. The motion was made, seconded and passed to stay with the current CMR on Forestay Tension. The second issue on the main and jib was discussed at length. Finally, the motion was made to accept the CMR as revised with Neff working with the sailmakers to determine the correct specs. This would need voting on at the NAC and would go into effect at next year's Mid Winters. This was seconded and passed.

Neff reported that all was going well here and everyone was working hard to make the Mid Winters a success.

Jack McClurkin reported for the International Race committee and Championship. He stated that both committees are concerned with the conduct and philosophy of the national events. They are trying to deliver more

and better regattas at the national level. They are working on better instructions to the host club so that they know what we as a class want in order to deliver higher quality regattas.

Bill Ross reported on Publicity. He had just returned from US Sailing meeting where the One Design class is playing a bigger part. The Thistle Class is offering boats to any junior championship that takes place. They got lots of publicity out of this. The One Design Council is promoting having other boats available. Ross suggested we might want to participate.

Brian Hayes has agreed to work on publicity with Ross.

Larry Taggart is working on the handbook and the capability of downloading it from the Web in Adobe.

Taggart presented a statement on the definition of a sanctioned event. The motion to accept the statement was seconded and passed.

Dan Goldberg and Gary Schubert are working on changes to make the website easier to read. The FSSA web site has had a surprisingly high number of hits, over 1000 a week.

McClurkin asked about buying merchandise and renewing membership on the web site. Crews is to look into this possibility. PayPal was suggested as a means of paying for these things without involving FSSA. Scot Mauney suggested this.

Ross reported that membership in other sailing groups has dropped about 20%.

Charlie Fowler suggested sending names of new and used boat owners to District Governors. He also suggested giving refunds to people paying for Caveat Emptor if they send in the name and address of the person buying their boat.

Sunshine Hartman reported that the last issue of Scots 'n Water came in really well. We need to consider changing the dates of each issue from Jan.-Feb to Issue One or some sort of name other than the month.

Jack McClurkin is in weekly contact with Tom's River. They are working hard to hold a good NAC.

Jim Harris urged members to nominate fleets for the Fleet of the Year award.

Bernie Knight stated that a formal proposal had been sent in for the Pensacola Yacht club to host the 2002 NAC. He stated the good points of their club and said the date would be the 2nd or 3rd week in July. There is a new good motel, the Suburban Inn that would be available. The motion was made to accept the bid subject to 1. Having a dedicated hoist person and 2. Having a golf cart or tractor to get people up and down the hill. The motion was seconded and passed.

The 2002 Wife Husband at Delavan is all set.

Bill Ross and Dan Goldberg are working on updated Sailing Instructions to send to the regatta chairs.

Regarding the new ruling on the use of protest flags for boats less than 6 meters long, Dan moved for FSSA to maintain the use of protest flags for our class. The vote was taken and passed to do so.

Regarding the starting sequence, ISAF has done away with them. Dan recommended retaining the original starting sequence. However, this vote went in favor of going to the new system.

Membership and ways to increase it were discussed. One suggestion has been made to change the fiscal year to a calendar year thus sending out dues notices in

Continued on page 6

Continued from page 5

January and March. This would require a bylaw change.

Other ideas were to have Harry Carpenter send Jamie a list of used part buyer names so that she can be sure they are members.

Tom Pinkel reported on the women's and juniors' questionnaire. He had 22 responses and had sent it to all those who had participated in the past. The women want to have a one-day event not to start before Sunday. They want to keep the qualifications the same and all wanted it to stay with the NAC. They also want the rules to be controlled by the class not by the judges. NOR should state clearly the eligibility requirements.

The juniors wanted to propose a change to Article 9, number 2. They want to add letter B that a junior may obtain an associate membership in order to be a skipper. This means junior skippers need only to be associate members, not an active member, and not own a boat. The purpose of this change is to encourage junior sailors to participate in a national event in Flying Scots.

These would require a bylaw change. The motion was made to do this on a trial basis for NAC and then to look into whether or not to make the bylaw changes. This motion was seconded and passed. Jack McClurkin will note this in

the NOR and it will also be put in Scots 'n Water.

The bylaw changes presented for Article B-1X were passed out. The motion was made to accept the changes and it was seconded and passed. These will need to be voted on at the NAC.

Crews reported that McClurkin had suggested we look at offering some cruises as one means of membership benefit. She had several proposals and asked the board to go by the desk and look at them and give Jamie some direction as to what time of year and to what location the members may be interested in cruising.

Crews shared that J. Edgar Eubanks and Associates had celebrated its 30th Anniversary and had worked with FSSA since 1978 for 23 of those 30 years. She expressed how much they had enjoyed that relationship. A picture of the staff was passed around so the board could see the people working for them in Columbia.

There being no further business, the meeting adjourned.

CHIEF MEASURER'S REPORT

1. Forestay Tension Adjuster

The committee has reviewed the request to allow for a lever device to adjust forestay tension. The purpose of such a device would be to relax rig tension when not sailing. These requests are based on the assumption that the boat

would be harmed if the rig is left tight for extended periods of time. However, based on testing done by the factory, the maximum tension does not impact the structural integrity of the hull. What was interesting from the testing was the impact of temperature on the tension. It seems that the tension increases as the mast warms up i.e. gets longer, and decreases as the mast cools. The fact that there is a change in tension with temperature means that the hull is strong enough to absorb these loads without taking a permanent set.

Because there is no impact on the structure of the boat and the fact that if a lever was allowed it would be adjusted during racing, (which is not currently allowed for the shrouds), the committee recommends that CMR 73 that excludes any forestay extender that contains a force multiplier not be changed.

2) The Committee has reviewed the possibility of setting a minimum cloth weight. This is the last significant variable that requires defining to ensure level racing as far as the sails are concerned. The class is limited to non-laminated cloth. This change would be subject to the ratification procedure covered in By-Law Article XIII.

This amendment would have to be ratified by the Board of Governors and submitted for a vote at the Annual Meeting at the NAC.

The following amendment is offered to the Board of Governors on Specification Article S-IV para 1. The wording of para 1 will remain as written with the following change:

Remove the existing sentence:

"No restricting on type or weight of material, except that sails made after 1/1/88 shall not be made of laminated material or material less than .75 oz. per square yard in weight prior to any treatment or coating."

Substitute the following sentence:

"The cloth for the main and jib made after 1/1/88 shall be of any non-laminated material that is a minimum weight of 3.8 ounces for the main or jib and .75 ounces for the spinnaker per sailmaker's yard (28.5" x 36") prior to any treatment or coating."

2001 CHANGES FOR WOMEN'S AND JUNIOR'S NAC

The Women's NAC will return to a one day, three race event. The skipper qualifications will remain the same as in the past, with more input to the race committee from FSSA regarding sailing conditions.

The eligibility for Junior NAC's will change this year to hopefully provide more competition. This year a Junior may be an associate member. They may also purchase the membership at NAC registration. The boat they are sailing must still meet all NAC qualifications. This would allow a Junior that is not a member of a Flying Scot owner's family to compete in Junior NACs only.

Gulf Yachting Association Scots

by Larry Taggart, FS 4510, Gulf District Governor

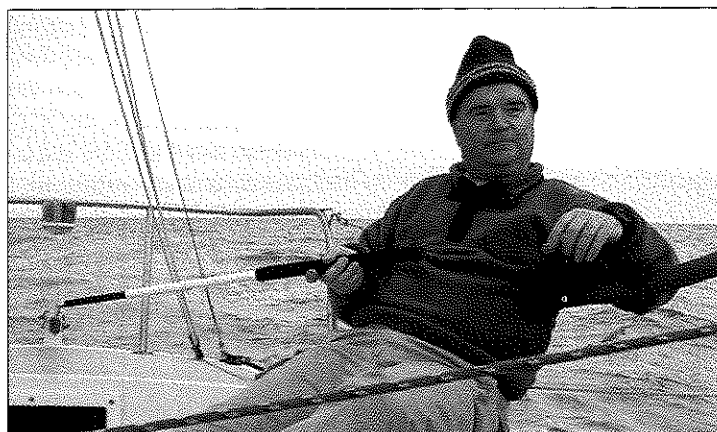
Some of you may have had an opportunity to race against one of the nearly 100 Flying Scots belonging to some 30 member yacht clubs of the Gulf Yachting Association (GYA). You'd recognize them by the "c" above our "FS" emblem on mainsails, as well as 2 or 3 digit sail numbers with the letters "GYA" either above or preceding the numbers.

But our club-owned Flying Scots do more than just race in FSSA sanctioned events. In addition to club racing, many GYA Scots participate in the annual GYA Auguste Capdevielle Interclub Championship -- but more on that later. Our Scots are also used in US Sailing ladder events, and most extensively in learn-to-sail, junior and summer camp programs, and just fun day-sailing.

One of the learn-to-sail programs utilized by several clubs are often known as "adult sailing programs". The one at my yacht club (Southern) began not too long after the Flying Scot replaced the venerable Fish Boat as the designated interclub boat of the GYA. The original concept was primarily to teach the wives and daughters of club members who felt that their husbands or fathers did not have the patience to teach them themselves (no, this never happens!). Since then, it has been extended to include anyone over 16 who wishes to learn to sail and is sponsored by a club member. The 12 to 14 sessions (for which a fee is charged) are usually held during early summer "after work" -- for example, on Tuesdays and Thursdays from 5:30 to 7:30.

Now back to our Capdevielle Interclub events -- probably unique among YRA's.

One of the objectives of the Gulf Yachting Association is to "promote intercity races and regattas". The premier one-design interclub series is the annual Capdevielle Championship sailed in club-owned



Larry Taggart, Gulf District Governor

Flying Scots. There are 14 regattas throughout the year held at various GYA clubs, with the seven best finishes counting for the final score. Ten of these regattas have essentially the same format: one boat per club, 3 races with a different skipper for each race, and a minimum crew weight.

Other Capdevielle regattas include all junior event the (Junior Lipton Championship), and an all women's event (Knost Regatta). Both also rotate skippers, but in addition limit a person to sailing in only 2 races. Further, in the Knost there can be no male contact -- physical or otherwise -- once the boat has been launched. Then there is the 5-race Race of Champions (held in conjunction with the Sugar bowl regatta) wherein the skipper and crew remain the same throughout. And finally, there is the Sir Thomas Lipton Challenge Cup.

The "Lipton Championship" is unique in itself among GYA interclub events. Raced

annually on Labor Day weekend at the club of the prior year's winner, it invariably attracts in the neighborhood of 50 spectator boats of all sizes and shapes. The solid silver Sir Thomas Lipton Trophy

was donated by Sir Thomas himself to promote and recognize interclub competition. In this event there is permitted one Scot per member club for the four race series. Skippers may sail only once and crew may sail only twice. In addition to excellent competition, this regatta's social events bring together sailors and their supporters from Panama City to Houston, and inland from Little Rock to Jackson to Birmingham!

GYA clubs and Flying Scot fleets have hosted many FSSA sanctioned events. Seven out of the last twenty-six NAC events have been "down south" and of course there is the annual Mid-Winter Championship hosted by St. Andrews Bay Yacht Club. There is also the annual Southern Regional Championship in New Orleans, the Cajun Country Championship in Southwest Louisiana, and the Jubilee Regatta in Pensacola (which Jerry Hartman et al is hoping to make a "glow south").

And Scots have been used by several GYA clubs for such U.S. Sailing events as the Mallory and Adams semi-finals and finals, team racing championships, match racing championships and the Champion of Champions. They have also been used by the intercollegiate racing program for their regional and national events.

We may sometimes be quiet about our Flying Scot activity in the Deep South, but there is certainly much of it!

Trailer Hitches

by Larry Taggart, FS 4510, Gulf District Governor

This is not a consumer guide about selecting trailer hitches and couplings -- or, for that matter, about trailers getting hitched! It is about some probably most often overlooked aspects of trailer maintenance and inspection -- not the usual trailer lights, bearings and axle. It is a lesson learned the hard way, and illustrated by an anecdote with a reasonably happy ending.

READ ON!

My long-time friend and crew, Carrie, had agreed (in a moment of weakness or during the consumption of a Bushwacker) to drive my van and Flying Scot from Pensacola, Florida to New Orleans by herself. I was waiting in Pensacola to drive another car (that would arrive that evening) back to New Orleans the next day. The plans were to have her pick up my dad once she got to New Orleans, and they would drop off my Scot at our club and he would drop her off at her home.



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About four hours after she left Pensacola I called my parents to see if she arrived OK (it's about a 3 1/2 hour drive from Pensacola to New Orleans). My mother answered and her first comment was that Carrie had wrecked my Scot! My first thought was "how's the boat?" -- just kidding! After learning that Carrie was physically fine (but probably emotionally a wreck) and that no one had been hurt, I called her at a service station in Slidell, Louisiana where she was standing by a pay phone.

Tearfully Carrie explained that as she was driving on I-10 she heard a noise and saw the boat and trailer not following directly behind the van. The Scot and trailer then suddenly veered to the left and wound up resting right side up in a somewhat marshy area in the interstate median. Miraculously the trailer went to the left -- she was driving in the left hand lane -- and not to the right across two lanes of interstate traffic. If that had happened, I shudder to think of the damage and injury that could have happened.

Also miraculous was the fact that the only damage done to the boat and trailer was a lot of sticky mud on the Scot bottom and in and on the trailer's frame! A member of our club heading in the opposite direction on I-10 recognized my boat and van and stopped to offer Carrie help. Using a cell phone they were able to arrange for a flat bed tow truck to pull the trailer onto it and take it back to our club -- for less than \$150.00.

WHAT HAD HAPPENED?

My trailer was a galvanized one about 17 years old at the time of this incident. The axle and the bearings had been replaced and were in good condition. But, the trailer coupler was welded to the trailer and not bolted on as is most often the case with more modern trailers. After years of towing my Scot around the country to various events the weld broke. If I had inspected it closely I most likely would have noticed that the weld was cracking. Further, while there were two safety chains connecting the trailer to the van, the cast hooks on the chain ends, while holding initially, each gave out -- one sheared off and the lap-link connecting the other to the chain opened up.

I still use this trailer for my Flying Scot because it is a heavy duty one. But, the new coupler is bolted with four individual stainless steel bolts (not just two thru-bolts like many trailers), and the hooks on the safety chains are also stainless attached with stainless shackles. And, needlessly-to-say, these items have been added to my pre-travel checklist.

We were lucky that no one was injured and no vehicle damaged. But, I would have much preferred the safety chains holding and the boat or trailer banging into the back of my vehicle (until bringing it to a stop). So, before making that next road trip give your trailer a thorough inspection.

Sunny Side Up

by Larry Taggart, FS 4510, Gulf District Governor

CAPSIZE! It's a term describing a situation most of us do not want to experience. Without wishing to make anyone uncomfortable about sailing our stable Flying Scots, I non-the-less wish to share with others lessons learned and some laughable moments during several occasions when my Scot -- 4510 (alias GSD-II) -- more resembled a wet and white turtle.

Let me first of all explain that all of my capsizes were racing related. Let me also go back a "few" years and explain that the worst that had ever happened to my first Scot was getting knocked on her side twice. We (actually my more agile crew) righted her by pulling/standing on the centerboard and continued racing (one time the whole process took less than a minute). But my current boat seems to have a greater affinity for not always "sailing sunny side up". At one point some "friends" threatened to write "this side up" on her deck.

CAPSIZE NO. 1:

The 1988 Sugar Bowl Regatta in New Orleans was the first time GSD-II tasted water. It was a breezy day and the water chilly, but I had a good and experienced crew. There was a tight reach and we had some distance to make up, so we figured that with our weight we could carry the spinnaker, although it would be tricky. We missed sighting an approaching puff and with the centerboard probably too far down the boat rolled onto its side.

Now the dumb part: only one of us was wearing a life jacket, even though we were in full foul weather gear and wearing boots (don't worry, I've learned my lesson). Because of the clothing and boots, it was difficult to work to the centerboard to try to right her. (Surprisingly, the air trapped in the foul weather gear actually help keep up afloat -- but don't depend on this!) And, I was fearful that if I swam around the boat to

retrieve the other life jackets from under the deck the Scot would turtle on top of me. We did reach the board, but with the main cleated she would not come up. So, with the crew holding onto the board I swan around and released the main and grabbed a couple of life jackets while I was at it. But by now we were tired and the chilly water wasn't helping. As a rescue boat came to help we allowed the boat to turtle (it was actually easier to right that way) and put one crew on the rescue boat as the water temperature was taking its toll. We all returned to the club docks wet, cold and embarrassed -- but neither boat nor crew were non-the-worse for wear.

Lessons learned? First and foremost the obvious -- wear a life jacket. You never can tell when you might wind up in the water -- and perhaps even unconscious due to an unexpected encounter with the boom. We had other mental errors as well -- the centerboard was too far down (not an uncommon practice) and we were not keeping alert for approaching puffs (I should have assigned a crew to do this).

CAPSIZE NO. 2:

The second time GSD-II hit the water was for the 1989 Mid-Winters. It was going to be one of those usual blustery Mid-Winter races, and my crew -- Charlotte Fisher and her sister Janet -- and I were trying to decide if it would be better watching the race from the bar. We elected to give it a try. We were doing OK and set the chute for the first downwind leg and immediately began to enjoy an all-out plane. We seemed to be under control one minute, and the next we were in the water -- we had "death rolled". Without any resistance from the main on the water GSD-II immediately turtled (we later learned from the race committee that they had clocked a puff near 40 knots). We also learned that we were not alone, and those in the water included

Charlotte's husband Greg (sorry Greg), who, coincidentally, had capsized his Lightning in the same race as Capsize 1 above.

A rescue boat approached to see if we were all right (they were checking on the condition of crews in the water before beginning the task of towing, as there were more boats over than there were rescuers). Unfortunately, Charlotte's Elvstorm life jacket (not Coast Guard approved) was not supporting her like it should. The rescue boat suggested that she swim on over to them, and I "suggested" back that it would be better if they tossed her a line (we were all safely holding onto the overturned boat)!

As the rescue boat continued making its "rounds" with Charlotte safely aboard, Janet and I fairly easily righted the boat and set the anchor to await a tow in (I think we even had a beer as we had "rescued" the cooler). This is where we made a mistake.

Lessons learned? In setting the anchor (we were relatively near a lee shore) we had passed the rope through the bow eye and tied it to the mast (we later learned from Harry Carpenter that the bow eye was sufficiently strong to tie to). When it was finally our turn to get towed in, the tow boat skipper suggested tying a spare life jacket to the end of the rope and they would retrieve our anchor before beginning the tow. With the force of the wind and waves however, it was difficult enough to pull on the anchor line, much less hold on to it once free while Janet tied on a life jacket -- remember, the rope was tied to the mast with a bowline and also had to be freed from the bow eye before the end was available for tying on the life jacket -- but we somehow managed. What we should have done is doubled-up the last five or six feet of the

Continued on page 10

Continued from page 9

anchor rope and tied this to the bow eye. This would have left about four or five feet of rope on the outboard side of the boat on which to secure the life jacket. Thus, when we undid the bowline both jacket and rope would have been connected, but free from the boat.

Why did we capsize in the first place? Brute strength of the wind!!! On life jackets -- it does not hurt to test that old favorite every now and then to make sure it is still effective.

CAPSIZE NO. 3:

This perhaps is the most inexcusable (and most embarrassing) of all. My crew Carrie and I were racing on Lake Logan Martin in Birmingham. We set the chute on a tight carry, with the winds not excessive or beyond the ability of a double-handed crew. After setting the chute we both immediately moved to the weather deck, and Carrie was concentrating on flying the spinnaker. The chute looked a little funny, and I noticed that the sheet, during the set, had gotten under the leeward guy hook.

Not wanting to break Carrie's concentration, I jumped to the low side of the boat to unhook the sheet. Unfortunately, unbeknownst to me, she had also noted the fouled sheet and also (at the same time as I was moving) likewise jumped to the leeward side to free the sheet. Well, I'm sure you've heard of the momentum laws of physics. With both of our weights moving to the lee side at the same time the Scot rolled onto her side, dumping me into the lake. Young and agile Carrie climbed the centerboard trunk to the now very high side of the boat, and then onto the hull as it slowly turtled. Perhaps her most remarkable feat was staying dry during the entire process.

I joined her on top of the overturned hull and awaited rescue (she didn't want to get into the water to try to right the boat -- some crew!). The rescue boat quickly arrived and asked what we needed, to which Carrie calmly replied "A couple of beers would be nice!" After downing the brews she got into the rescue boat and I righted GSD-II (as I said, it wasn't real breezy). Once ashore we bailed her and were ready to go back out for another race.

Lessons learned? Communications between skipper and crew are essential. Had either of us said something before moving this capsized would not have happened. In addition, I also learned the value of transom ports for emptying water out of a Scot in a hurry. To bail the boat we pulled her slowly up onto her trailer, but water takes forever to run out through the transom drain. So, much of the water was emptied with a bucket. On returning home I immediately called Flying Scot Inc. and ordered a transom port!

CAPSIZE NO. 4 (AND FINAL TO DATE):

During the second race of the Southern Regional Championships in New Orleans my crew Elizabeth and I -- along with most everyone else -- noticed a huge thunderstorm developing to the southwest. It appeared that we could get one more race in before it struck. We finished the race downwind and immediately doused the chute and dropped the jib, lashing the latter on deck. We lowered the centerboard about half way down, dropped the main and pulled the boom from the mast, placing both main and boom in the bilge. We then proceed to "sail" on what would have been a broad reach to a tow boat that was standing by about sixty feet away.

About a boat length away the leading wind line of the squall hit, heeling us over even though we were under bare pole. Unfortunately, the wind held and got underneath the hull and flipped her over. With the lake about fifteen feet deep, and without any resistance from sails, the masthead hit and dug into the soft bottom. The force of the wind and waves then caused the hull to pivot over the mast, breaking it just above the mast tangs.

I began thinking about righting the boat when Elizabeth suggested that we might ought to wait for the lightning to stop popping around us before putting the lightning rod (read: what was left of the mast) back up. She got no argument from me.

On the long tow back in we were lamenting about the embarrassment of being towed in front of our yacht club completely swamped with only half a stick. As we neared the harbor we noticed others getting towed in who had also capsized or were otherwise incapacitated by the storm -- our spirits lifted just a

little. When we rounded the clubhouse and were able to see our dry storage area we were shocked. It looked like a minor war zone. Other Scots and some Lightnings and 420's were swamped, there were Sunfish and Laser parts here and there, and even a few Rhodes 19's -- keelboats--had been pinned on their sides under jibs alone and swamped. We later learned that weather instruments on a nearby bridge had recorded gusts up to 70 knots!

Lessons learned? Make your own decision as to whether you should be out on the water or continue racing -- do not depend on a race committee to make that decision for you. Also, had we been keeping a better lookout for the wind line, and not just concentrating on reaching the tow, we may have been able to take evasive actions. One could have been to head directly downwind under bare pole to avoid heeling. Another would have been to anchor with both the centerboard and rudder blade all the way up so as to avoid "tripping" at anchor.

GENERAL CONCLUSIONS

Capsizing is generally not part of anyone's game plan. But if it happens, know what to do and how to do it. In the "adult sailing school" at our club intentionally capsizing a Scot (and incidentally demonstrating how difficult it actually is to turn a Scot over) and learning how to right it is part of the curriculum. It is also a good idea to have a spare halyard crank handle secured somewhere on the boat -- perhaps wedged between the floatation, secured with a lanyard or, as I have, in a "holder" on the tabernacle made out of PVC pipe with a hiking stick type clip to hold it in place. Even the handle of a standard pliers can serve to release the halyard locks if necessary. It doesn't do much good to right a turtled boat and learn that you can't get the sails down! Also, having your paddle and anchor secured can be a plus -- things have a habit of not remaining in a turtled boat!

Also, if you have your mast in the water for any length of time be sure to drain it when you get ashore. And, DON'T FORGET ABOUT THE LIFE JACKET COMMENTS!

Incidentally, out of all four capsizes the only permanent damage was the broken mast -- no sails were damaged! Happy racing!

Jubilee Regatta and Air Show

by Bernie Knight, FS 4115

Yep, that's right; we schedule the Jubilee each year so you can watch the U.S. Navy's Blue Angels up close on the bay during the races. It's really quite a thrill to have four to six F-15's come screaming over the race course in formation at only a few hundred feet altitude with LOTS of power on. Actually on Veterans Day weekend (November 10-11) is the final show of the season for the Blues. If you come down a day early for the regatta you can go to NAS Pensacola on Friday and watch the practice show from ground zero. Plus, there is a great



Bernie Knight, Jubilee Regatta Chairman

deal more to see at NAS Pensacola during their open house that weekend, including the Museum of Naval Aviation.

If that's not enough to entice you to take a short vacation to Florida in November - when it is already winter in a good part of the country - the sailing can be excellent too. No honking sea breezes like at Midwinters. In the fall, the gulf water temperature is higher than the land on most days. Which means, winds are for the most part weather system driven, and the days can be warm.

To top it all off we really dialed up the party time last year with free kegs of beer at Doc Bellows' expense and a low coun-

try shrimp boil on the lawn Saturday night included in your entry fee. This year Pensacola Yacht Club has a brand new swimming pool and pool deck, which may lead us to do something even more creative to keep everybody around the club for party time. Last year we had fifteen Scots and eleven Thistles. This year the goal is to double those numbers and to throw down the gauntlet for some kind of a challenge/bet with the Thistle folks based on future attendance? Jerry Hartman, who donated the trophies last year (things you can use, or at least play with...not pickle dishes) has been talking about an overall trophy for the regatta based on Portsmouth handicaps. Since the last Glow in the Dark regatta really did occur a couple of years ago, Jerry and Sunshine have been working hard to import some of the more fun features of that event into the Jubilee. We haven't had a party trophy at the Jubilee, but there is always room for a first time.

Think of it as a warm up for the 2002 NAC, which will be at PYC starting July 20, 2002. PYC is a full service yacht club with plenty of land

for motor homes, tents, and boat parking. Unfortunately we cannot offer to keep your boat at the club until Midwinters like we did last year because our dry storage yard is full. No problem...nobody took us up on it last year anyhow.



Doc and crew, winners of the Jubilee Regatta. Hal Pickering on right.



All of the winners of the 2001 Jubilee Regatta.

REGATTA RESULTS

Pos.	Skipper	Sail #	Race1	Race2	Race3	Race4	Race5	Total
1	Doc Bellows	5107	3	1	3	1	2	10
2	Larry Taggart	4510	1	6	5	2	3	17
3	David Bolyard	179	2	3	2	8	7	22
4	Bernie Knight	4115	12	2	1	4	6	25
5	Micki Gramm	10	4	5	6	6	5	26

Tight Rig Setup

by Dave Batchelor, FS 2324

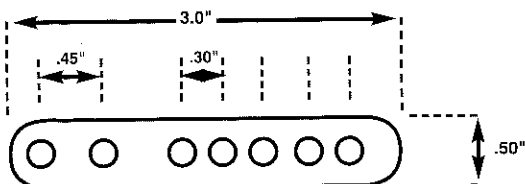
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



Step 2: Rake Control

The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

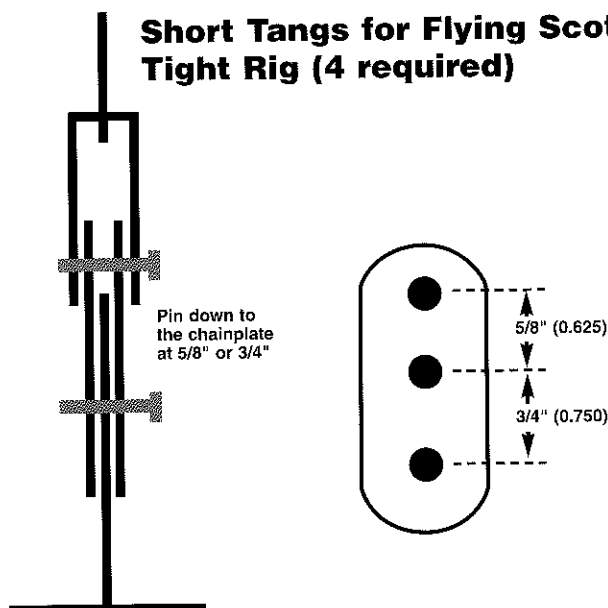
Step 3: Re-Measurement

You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

Short Tangs for Flying Scot Tight Rig (4 required)



Tabernacle Bracket Installation

For Plastismo PL21162

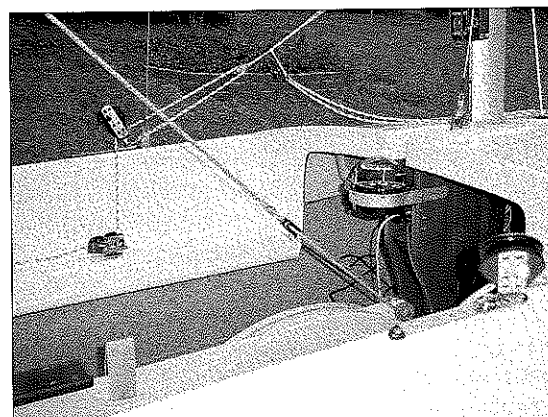
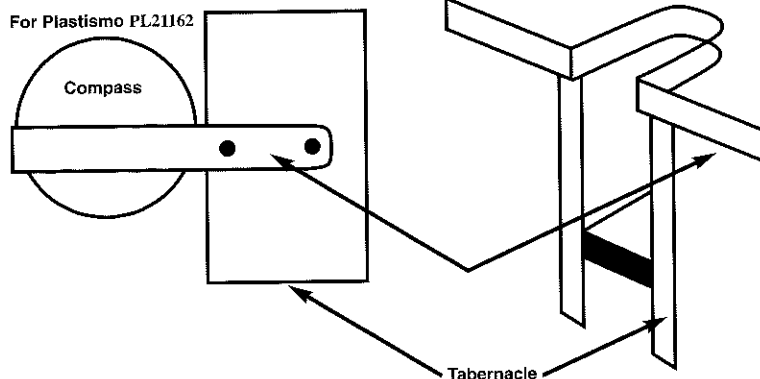


Photo courtesy of Dave Batchelor

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Cajun Scotters' Report

by Al Rees, FS 1437

Since 1984 Louisiana's FSSA Fleet 153 has had an annual championship series. For more than a decade the fleet champion has been determined by Flying Scot competition at four clubs served by the fleet: Cypremort YC, Lake Arthur YC, Lake Charles YC and Pelican YC.

Competing in 2001 are Charles Buller, Steve Luthy, Maurice Sullivan, Al Rees and John Tete. On May 5, 2001 with two firsts and a fourth, John won Lake Charles YC Contraband Regatta; he has yet to win the fleet championship. Previously Buller has won the champi-

onship three times, Sullivan three times and Rees twice. Rudy Fruge won the fleet champion in 2000. Other fleet champions have been Andy Buller, Mike Link, Gary Painton, Jeremy Quinton and Charles White.

In 1994, the fleet amended its by-laws to award its championship to the skipper having the best average score from at least 60% of the races sailed by more than two Flying Scots in the invitational regattas of the four clubs names above. For 2001, three Spring regattas have been sailed, several regattas are planned for the Fall to complete the current series.

Another annual activity of FSSA fleet 153 is the Cajun Country Championship. On Saturday, November 17, 2001, it will be sailed at Lake Arthur. Five races are planned for this all-Scots-invited regatta. Previous winners have been Tom Baker, the Bullers, Bubby Eagan, Tom Miller, Gary Painton, Al Rees, George Safcek, Maurice Sullivan, Larry Taggart, and others named with crew on the perpetual trophy inaugurated by Eagan in 1983.

Serving again this year are fleet captain, Sullivan and fleet secretary, Rees.

Thumbs Up To Jim & Myra!



Jim and Myra Brown formerly of Chattanooga, TN and now US travelers and Flying Scot enthusiasts are on the road. They stopped by the Jubilee Regatta in November and then headed South to stay warm during the winter in Florida. They are now heading west and North. Their travels are always exciting and of all the people I know, they sure seem to have a great time, whether they are riding burros in Texas and Mexico or just going to motorhome rallies across the US.

They have a website for anyone interested at <http://home.chattanooga.net/fs4647>.

As you can tell by the picture, they are ready for any occasion by the specialized trailer that holds their Flying Scot. It is raised to a level to place their Jeep under it. If you see this (these) vehicle(s), don't forget to honk and wave plus give them the thumbs up...they can be anywhere at anytime so be on the look-out. If you see a Flying Scot in the air behind a motorhome...it's got to be Jim and Myra!

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Ronstan Fixed X-10 Tiller Extension...

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

\$34.00

Clip to hold extension to tiller.

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Ronstan Telescopic X-10 Tiller Extension...

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

\$58.35

Clip to hold extension to tiller.

\$2.40

Spinnaker Pole...

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

\$189.00

Transom Port 4"...

Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Loaner hole saw available.

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Flying Scot® Embroidered Shirts & Caps...

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

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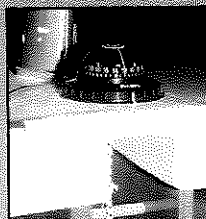
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Trailex Aluminum Trailer...

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).

\$1675.00



Aquameter Sailor II Compass & Mount...

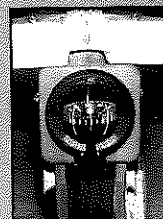
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$70.00

Plastimo Contest Tactical Compass & Mount...

3 3/4" 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. Price complete.

\$230.00



Tacktick Class Compass & Mount...

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

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Stainless Steel Mast Sleeve...

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

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

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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 w/fasteners. Ladder

\$110.00

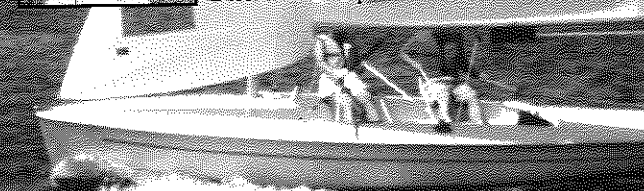
Grab Rail **\$21.00**



Mainsail Flotation...

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

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Forty-five Years of Sailing at Deep Creek Lake

by Jane Mahan

It's hard for me to believe that David Mahan and I have been sailing together on Deep Creek Lake for forty-five years! Where have all the years gone? I don't feel all that old.

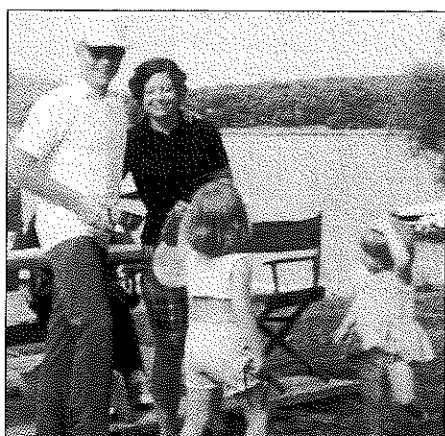
I remember my first sail. I went out with Jack McClure and my father in Jack's Rebel. There was a brisk breeze and I sat on the leeward side with my hand trailing in the water. I was twelve years old and I loved it! Jack and my father agreed that I was meant to be a sailor. I had no fear.

By the time I was fourteen I was skippering the family Snipe with my sister, Gerry, as my crew. We lived for the weekends at Deep Creek Yacht Club: racing sailboats; swimming; water skiing. It was a wonderful place to spend your teenage summers, and to meet boys!

Everyone at the Yacht Club said I should crew for Dave Mahan. He was the hottest (that's the best) young sailor, maybe the best overall sailor on Deep Creek Lake. And one day it was arranged. I was to crew for Dave. There he was in his Rebel, skinny, freckle faced, strawberry blond hair bleached white by the sun, smart alecky! It was hate at first sight. He made fun of me. I took offence. But we laughed and we sailed and it was the beginning of friendship.



Deep Creek Yacht Club, 1959 when we were teenagers.



Dave and Janie Mahan and their daughters, Meredith and Stephanie picking up a trophy in 1970.

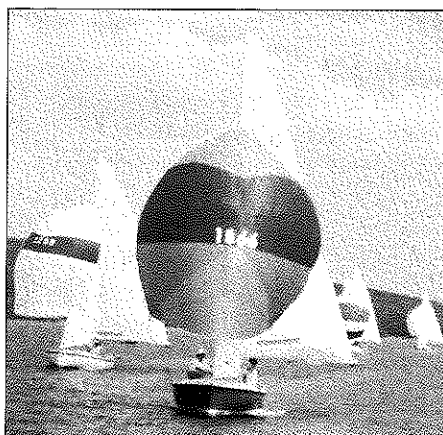
We spent the next several summers getting to know each other better, advising each other about dates and later dating each other. Then we would break up then make up. And through it all we sailed. Dave taught me all he knew about sailing. He was the greatest skipper to crew for because he was so laid back. He never yelled like so many skippers. We sailed together. We sailed apart. We sailed against each other and sometimes I even won! And Dave was always my greatest fan when I won. We sailed before the races and after the races, during the day and sometimes at night.

When we were young and sailing at Deep Creek there were four classes of boats that raced: Snipes; Jet Fourteens; Rebels; and Flying Scots. Our dear friend, Don Hott, was the first to get a Flying Scot. It was number 29. We had some wonderful times sailing that Flying Scot with Don. I remember (for some reason) thinking that it was impossible to capsize a Flying Scot and so I sailed it

with reckless abandon. One day I was sailing with Dave and Don and the wind was blowing pretty heavy and I had that boat heeling over so far she was shipping water but we didn't capsize! I never have capsized a Flying Scot but I know better than to think it can't happen today!

In 1961 Dave and I crewed for Don at the Flying Scot Nationals on Lake St. Claire in Detroit. I was so exhausted by the time we got home that I slept for fourteen hours and nobody could wake me up. That same year Dave won his first Rebel Nationals with Don Hott as his crew. Dave won the next year as well when the Rebel Nationals were held at Deep Creek and my father was his crew.

In 1964 Dave and I were married. We spent our honeymoon on Deep Creek Lake



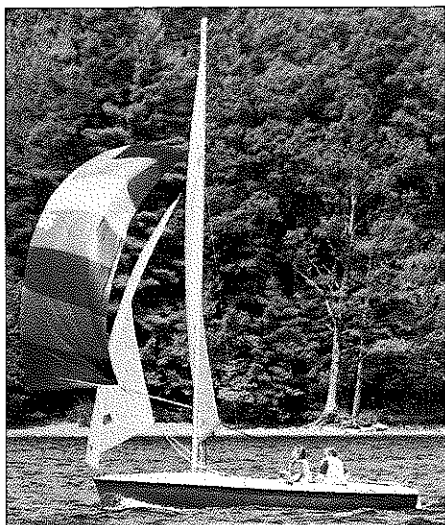
Dave and Janie Mahan sailing their Scot #1866, the "De Colores" in a race on Deep Creek Lake

of course. We couldn't miss the races and all our sailing friends.

Marriage, of course, changed things. Soon there were 2 little girls to raise and I found myself more involved in child care than racing sailboats. There were

Continued on page 16

changes at the Yacht Club too necessitating a move across the Lake to Deerhaven for the residential members. Then Dave and I found ourselves moving to Roanoke, Va. To open a car dealership. We were too far away to make it to Deep Creek. After several years our car business failed and simple survival became our goal. We had no boat to sail. I really didn't think we



Jane and daughter, Stephanie sailing FS 1866 with rainbow spinnaker.

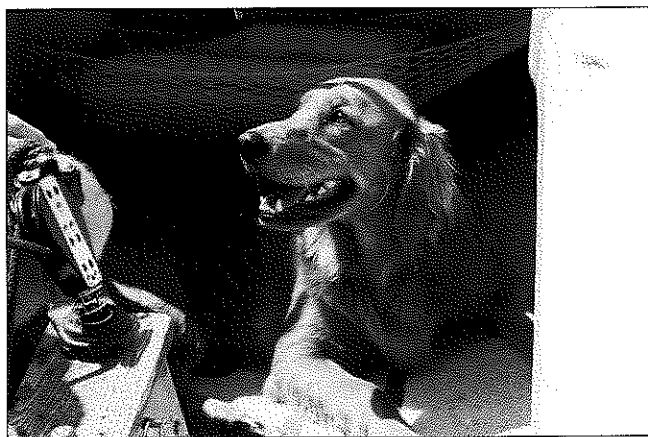
would ever own a sailboat again. Our only contact with Deep Creek Lake was spending our brief summer vacations with my family there at Deep Creek Yacht Club. My parents were members there as were my sisters and their families and we would visit them there. It's a great place for family vacations. I can still see my children playing with their cousins on the launching ramp, catching crayfish in the shallows. And of course we sailed- my father's boat or my sisters boat or any boat we could get our hands on.

Many years went by and I could see the bad times we went through were a blessing in disguise. We didn't have a sailboat and we didn't belong to a Yacht Club but we had wonderful children and a wonderful family. I'll never forget the day I read an essay my youngest daughter had written about her favorite place. She wrote about those summer vacations at Deep Creek Lake and the times she spent swimming, sailing, water skiing, and just catching crayfish with her cousins. She

wrote about Deep Creek Yacht Club! Her favorite place and my favorite place! I had no idea it had meant that much to her.

About eleven years ago Dave's work brought us to Winchester, Va. Suddenly we were within two hours drive of Deep Creek Lake and the Yacht Club! The children were grown. Already we were grandparents. Our youngest would soon be graduating from UVA. We went back to our favorite place.

It felt like we had never been away. There were only two classes of sailboats racing now, Lasers, and Flying Scots. We had to have a boat to join the Yacht Club so we bought a Laser and took turns racing it. We loved sailing the Laser but Dave and I always loved sailing together. We knew we couldn't afford a new Flying Scot but maybe we could find a used one. Dave loves to spend his spare time working on his boat and we found a boat with Harry Carpenter's help that Dave could spend lots of time on. Our Flying Scot, The DeColores, (# 1866) is deep orange with a white deck and a white bottom which Dave painted and sanded and sanded and sanded!!! Harry and Karen Carpenter graciously took us out and



Sea Dog "Sam" in the stern of Dave and Janie's Scot. She loves to go day sailing!

showed us how to fly our first rainbow spinnaker.

We've been sailing together again for over ten years now. Dave insisted that we alternate skippering and crewing for each other since both of us are basically skippers. And it's been good for us. We each have learned so much about skippering and about crewing. We really are a team and each one understands the others' position. And the nice thing about the Flying Scot is that an old one can be just as competitive as a new one.

So there it is. Dave and I have been sailing together for forty-five years. For all those years we've shared the sun and the wind, the serenity and the adventure, the water and the waves. Most of all we've shared the family! I guess that's why Flying Scot is such a good boat for us. It's a family boat



Our sailing family in front of the Deep Creek Yacht Club, 2000.

The 2000 Flying Scot Canadian Championship

While some of the regulars were missing, the 2000 Flying Scot Canadian Championship sailed August 19 & 20 at Stony Lake, Ontario attracted a very strong and competitive field of 21 boats (14 American and 7 Canadian).

Among FSCC2000 competitors, were the 2000 North American Champions, Harry and Jimmy Carpenter; the 2000 Midwinter Champions, Bill and Eileen Ewing, the 2000 North American third place finisher, Josh Goldman; well known Scot sailor, Graham Hall, crewing with daughter, Whitney; FSSA Immediate Past President, Dan Goldberg; Dave Jacobsen - who has served FSSA as President and Commodore, and has never missed a Canadian Championship; and Michigan-Ontario Governor Forest Rogers who has also been a great supporter of this regatta.

Special mention must also be made of Al Hersey, who along with Darin O'Neal and Amy Pottle, made the long drive (probably 1400 miles) from Sarasota, Florida - for the weekend! I have always known Stony Lake to be a special place, but I have never known anyone to go to this effort to spend such a short time up here. Small wonder they wanted to get away early on Sunday afternoon when one considers that Darin and Amy has to be at work Tuesday morning!

We appreciate the efforts all visiting sailors go to in order to participate in our regatta, and we just hope that everyone had a great time.

Saturday, shifty north-westerly winds, with very cool temperatures, blew at 15-22 for most of the day enabling the Race Committee using a windward -leeward configuration (with an offset mark) to start three races. In the early going, the heavy shifty air, caused some boats difficulties. Bill Ewing had arrived at Stony Lake with a very bad cut on his right hand, a souvenir



from Saratoga the previous weekend. Despite this, he and Eileen elected to sail anyway, but had to withdraw from the first race, and unfortunately were not able to start either of the two later races. During the course of the day, several other boats had crew members in and out of the water, but, by the end of the Saturday's racing all boats and crews were safely accounted for, if a little worse of wear, and everyone was off the water by 3:00 pm.

At the start of the first race, the wind was blowing 12-15 with gusts to 20. Josh Goldman, Bill Ewing, and Tam Matthews found themselves fighting for the lead for most of the race. However, at the finish line it was Tam Matthews, a former member of the Canadian Olympic 470 and International 14 World Teams, sailing with Stony Lake sailor, Scott Handler, followed by Harry Carpenter, Forest Rogers, Josh Goldman and Don Griffin making the top five.

With the wind up to 18-22 for Race 2, Robin Collins and Colin Kinnear got a good start towards the pin end of the line and continued in the lead until Harry and Jimmy Carpenter got by on the last downwind leg. At the finish, it was Carpenter, Collins, Matthews, Goldman and Rogers.

After lunch on the water, Race 3 got under way. Dan Goldberg and Whitney Hall had the best starts, but at the windward rounding, the Carpenters had established a slight lead, with the first ten boats closely bunched. This race proved to be the most hard-fought of the day, and at the finish line it was Carpenter, Matthews, Hall, Rogers and Collins.

After three races, Harry and Jimmy Carpenter had the overall regatta lead with two firsts and a second; Tam Matthews and



Continued on page 18

Continued from page 17

Scott Handler were in second place with a first, second, and a third, followed by Forest Rogers, Robin Collins, and Josh Goldman to round out the top five.

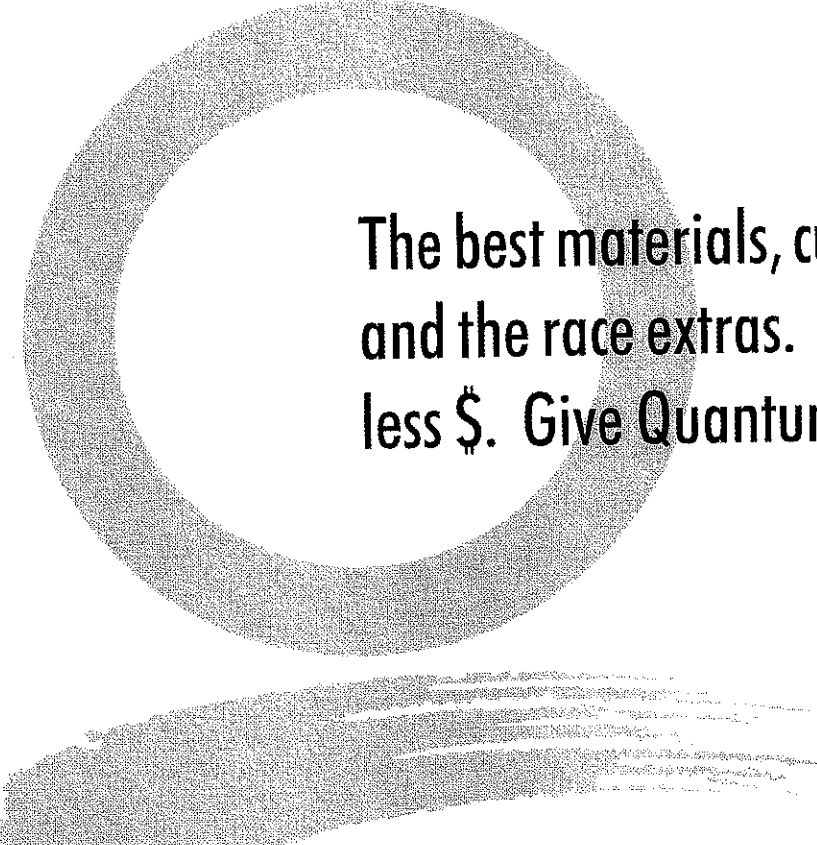
Saturday night found Scot sailors and their Stony Lake friends gathering at the SLYC clubhouse. The first event on the evenings program was what has become something of a tradition at this regatta, the Canada-US Challenge "Paddle a Scot Race". It's quite a sight to see two Flying Scots, one with the US Stars and Stripes, the other with the Canadian Mapleleaf, flying from their mastheads, both being paddled like crazy, with very vocal spectators on the clubhouse gallery laying off their wagers. In, yet again, another "hard-fought close" finish, the Canadian crew, captained by Colin Kinnear "managed to eke out" a win over Frosty Rogers and his hand-picked US crew to preserve a perfect record in the series.

Regatta Chairman, Doug Smith had arranged for caterer, Tim Clapham and his assistant to provide their usual fine regatta dinner (as well as breakfast and lunches for the entire weekend) and it was now ready to be enjoyed to live background music, provided by the Rob Phillips' Trio. By 9:30 pm sailors were heading off with their host to various island cottages.

For Sunday's Race 4, with a 10:30 am start time, the wind was light, variable and patchy. With the windward marks set up close to a windward shoreline, at each rounding, it was really important to get into the right streams of air as they flowed off shore with varying velocities and from different directions. Often, as they approached the mark, boats would sail into major holes of air, or would be close together on the same tack, but pointed in completely different angles. At the first rounding of the windward mark, it was the Carpenter boat, followed closely by Robin Collins and Tam Matthews. At the second rounding, Tam, enjoying the shifty, patchy conditions in which he excels, got out in front, and at the finish, it was Matthews, followed by Collins, then Carpenter, with Melanie and Bill Dunham, sailing their best race of the series, in fourth, and Josh Goldman fifth.

This result meant that Harry Carpenter and Tam Matthews had finished the regatta with identical results, and the overall regatta had to be settled by going to the last race for the tiebreaker, which, in turn, gave the 2000 Flying Scot Canadian Championship to Tam Matthews and Scott Handler.

Lunch and prize-giving at the SLYC clubhouse, brought the eighth Canadian Scot regatta to its conclusion. Thanks must go to Chairman, Doug Smith, and the numerous volunteers it takes to put on a successful regatta. Canadian Scot sailors hope to see you for FSCC2002.



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Douglass/Orr Invitational Regatta

June 23 & 24, 2001
Sprite Island Yacht Club
Norwalk, CT

For more information contact Helene Heissenbuttel at (203) 438-9841, or email heissenbuttel@snet.net

Michigan/Ontario Districts

June 23 & 24, 2001
Portage Yacht Club
Portage Lake
Pinckney, MI

For more information contact Forest Rogers at (734) 954-0452 or forest@vibrodynamic.com. Visit the PYC website at www.ms-pyc.com.

Firecracker Regatta

June 30 & July 1, 2001
Turkey Neck Yacht Club
Deep Creek Lake, MD

For more information please email dcmahan@visuallink.com.

North American Championships

July 6 - 13, 2001
Toms River Yacht Club
Toms River, NJ

Please see pages 17 - 19 for registration info.

Pig Roast Regatta

July 14 & 15, 2001
Cowan Lake Sail Association
Wilmington, OH

For more information contact Phillip Brittain at (937) 433-6342 or email to FS4278@msn.com

Capitol Regatta

July 21 & 22, 2001
West River Sailing Club
Galesville, MD

For more information contact Roger Schermerhorn at (410) 798-5106 or by email at rogerscher@aol.com and visit the WRSC website at www.sailingsource.com/wrsc/.

Flying Scot Invitational Regatta

July 28, 2001
Pontoosuc Sailing Club
Pittsfield, MA

For more information please contact John Lubrano at (413) 528-5799 or email lubrano.music@verizon.net.

Sandy Douglass Regatta

July 28 & 29, 2001
Turkey Neck Yacht Club
Deep Creek Lake, MD

For more information please email dcmahan@visuallink.com.

96th Annual Ephraim Regatta

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Ephraim, Door County, WI

For more information contact Nancy Claypool at (504) 899-0935, nclaypool1@home.com or visit the EYC website at www.ecyc.org.

Eastern Womens' Invitational Regatta

August 11 & 12, 2001
Deep Creek Lake, MD

For more information contact Geri Meehan at (703) 293-9531 or the Deep Creek Yacht Club on weekends at (301) 387-7890.

Annual Crystal Ball Invitational

August 18 & 19, 2001
Crystal Lake, MI

For more information contact Steve Last at (517) 832-5706, or email lasts@mindnet.org

NERD Championship

August 18 & 19, 2001
Duxbury Yacht Club

For more information contact John Clark at (781) 934-4634 or john@cutterassociates.com.

Sprague Memorial

August 25 & 26, 2001
Moriches Yacht Club
Center Moriches, NY

For more information contact Tony DiResta at (631) 878-8710, email: rad4938@juno.com.

Pacific District Championships

August 25 & 26, 2001
Tomales Bay, CA

For more information contact: stan@sailtomalesbay.com or go to www.sailtomalesbay.com

Labor Day Regatta

September 1 & 2, 2001
Rudder Club
Jacksonville, FL

For more information contact Jon Hamilton at (352) 335-1243, or email: hamilton@ufl.edu or call the Rudder Club (904) 264-4094.

Annual Regatta

September 1 & 2, 2001
West River Sailing Club
Galesville, MD

For more information contact Gabor Karafiath at (301) 681-6340 or skarafia@erols.com. For directions see WRSC homepage at <http://sailingsource.com/wrsc/>.

Commodores Cup Regatta

September 1-3, 2001
Turkey Neck Yacht Club
Deep Creek Lake, MD

For more information please email dcmahan@visuallink.com.

MYC 52nd Annual Regatta

September 8 and 9, 2001
Massapoag Yacht Club
Sharon, MA

For more information contact Jay McNeff at (508) 543-2628 or Diane Kampf at (508) 234-8047 or visit the MYC website at <http://members.aol.com/SailMYC>.

Annual Whale of a Sail Regatta

September 15 and 16, 2001
Carlyle Sailing Association
Carlyle Lake, Illinois

For more information contact Bill Clark, Fleet Captain at (314) 878-3969 or email: bill.clark@boeing.com or check the CSA website at www.csa-sailing.org.

Continued on page 21

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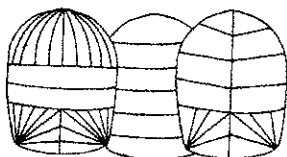
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Annual Hot to Trot Regatta

September 15 and 16, 2001
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Pinckney, MI

For more information Contact: Marilyn Pouller at 734-475-3029 or mpouller1@hotmail.com.

Konigsberg Regatta

September 22 & 23, 2001
West River Sailing Association
Galesville, MD

For more information contact Gabor Karafiath at (301) 681-6340 or skarafia@erols.com. For directions see WRSC homepage at <http://sailingsource.com/wrsc/>.

Grand Annual Regatta

September 29 & 30, 2001
Cave Run Sailing Association
Morehead, KY

For more information contact Susie Stombaugh at fs2162@netzero.net or visit www.caverunsailing.com.

Founders Cup Regatta

October 6 & 7, 2001
Riverside Yacht Club, CT

For more information contact Dave and Sydney Osler at (203) 637-0747 or ddosler1@aol.com.

Pumpkin Patch Regatta

October 13 & 14, 2001
West River Sailing Association
Galesville, MD

For more information contact Gabor Karafiath at (301) 681-6340 or skarafia@erols.com. For directions see WRSC homepage at <http://sailingsource.com/wrsc/>.

Fall 48

November 9 & 10, 2001
Lake Norman Yacht Club
Charlotte, NC

For more information contact Larry Vitez at (704) 442-1850 or email larryvitez@consolidatedadvisors.com.

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December 1 & 2, 2001
Rudder Club
Jacksonville, FL

For more information contact Jon Hamilton at (352) 335-1243, or email: hamilton@ufl.edu or call the Rudder Club (904) 264-4094.

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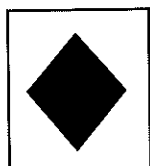
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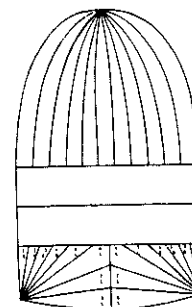
Fleet #	Boat #	Name	Address	City, State & Zip
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	5323	Ernest Nussbaum	6009 Johnson Ave	Bethesda, MD 20817
42	4617	Donald F Hewes	24155 Comegy's Bight Lane	Chestertown, MD 21620
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	4931	Richard Grayson	10518 Four Mile Creek Rd	Charlotte, NC 28277
	5373	Charles J Curtis	5105 Sandlewood Dr	Raleigh, NC 27609
Florida District				
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167	0311	Alan W Norman	544 La Paloma Rd	Key Largo, FL 33037
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	A957	Michael Fittsgibbons	11 Riverside Dr Apt 16GE	New York, NY 10023
24	0819	Jonathan Orr	9 Beaver St	Danbury, CT 06810
	4199	Neil Nash	218 West 10th Street, Apt. 6F	New York, NY 10014
Gulf District				
	C5166	David Huggins	3741 Highgreen Drive	Marietta, GA 30068
13	3689	Tom Clark	9513 Misty Mtn. Rd.	Chattanooga, TN 37421-2039
33	1388	Donald Bratton	1517 Osage Drive	North Little Rock, AR 72116
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Midwestern District				
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	A951	Dick Helsel	1655 Bristol NW	Grand Rapids, MI 49504
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	4978	Scott Dunphy	4 Blithedale St	Newton, MA 02460
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		A947	Guy deBoer	2410 Bramble Ct Candon, MI
40188	2242	Michael T Vynalek	48 W School St	McConnelsville, OH 43756
80	3714	Jonathan Hart	1900 Tuscarawas Rd	Beaver, PA 15009
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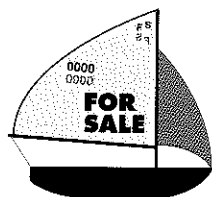
Caveat Emptor

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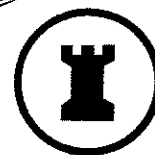
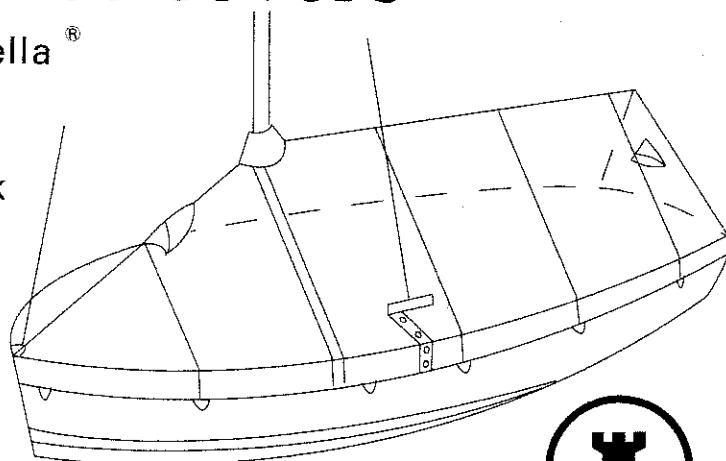
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NY LAKES DISTRICT

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

OHIO DISTRICT

Barbara Griffin
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056
bardon87@aol.com

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

Tylor Hall
8342 Bridle Dale
Lenexa, KS 66220
(913) 422-8869
tylorh@sound.net

TEXAS DISTRICT

Scott Mauney
9609 Brentgate Drive
Dallas, TX 75238
(214) 341-6243
smauney@flash.net