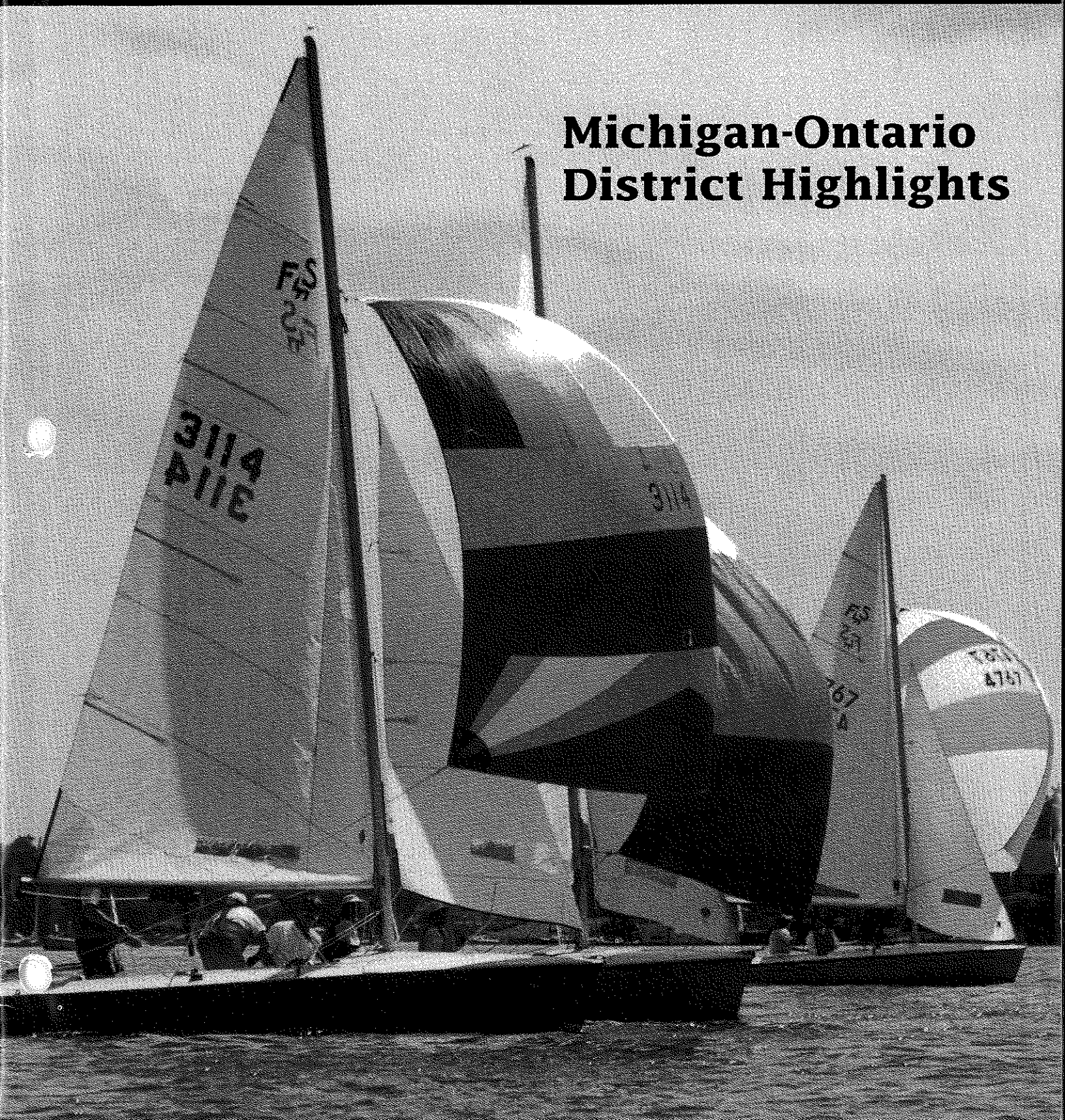


# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 45 NUMBER 4 2001

## Michigan-Ontario District Highlights



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Photo by Bill Hillman



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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  
jmclurkin@aol.com

## SECOND VICE-PRESIDENT

William B. Ross  
178 Woodstream Road  
Mooresville, NC 28117  
(704) 664-9511  
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  
gw7lynnne@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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## Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.

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. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

## Scots 'n Water

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**EDITOR:** Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynnne@aol.com.

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# What's the Question?

by Jamie Cannon

Soon it will be the end of the fiscal year for the Flying Scot Sailing Association and dues renewals will be in the mail. In fact, by the time you receive this issue, you probably have already gotten your renewal notice. Some sailors may ponder on whether or not to renew their membership to the FSSA. A list serve email was received that stated the following and I decided to share it in Scots 'n' Water, trusting that it may be beneficial to those who may consider renewing membership.

## Question:

*A few years ago I purchased (a Flying Scot) for pleasure sailing only, I never intended to race it. I also joined the FSSA. (When) I was sent my renewal to the FSSA, I (realized) I have never really used*

*any of the services of the FSSA because they are most concerned with racing and race organizing. I don't race my Scot. I pleasure sail her only. So why should I pay to join the FSSA? What value is in it for me, Or for you? If my FSSA membership fee can help you folks in some way, I will pay it again, as I truly believe the Scot is a great boat and you folks run a wonderful business. However, if my fee is not going to help you folks in some way I don't see what it is doing for me. Please tell me if my FSSA dues are a benefit to you folks in some way. If it is I will pay it.*

Commodore, Dan Goldberg responded, in part, to this email with the following:

## Answer:

Your membership fee helps ensure the continued vitality of the Class, which (in

turn) helps ensure that your Flying Scot retains its value over the years. By contrast, many one-design classes without a strong association no longer exist, no longer have a builder, or are so out of control that today's boat is obsolete tomorrow. That will never happen if we maintain a strong class association. Your membership fee goes directly to the FSSA, and helps pay for things like Scots'n Water, the FSSA Web Site, and the List Serve.

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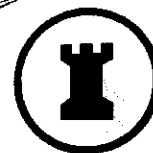
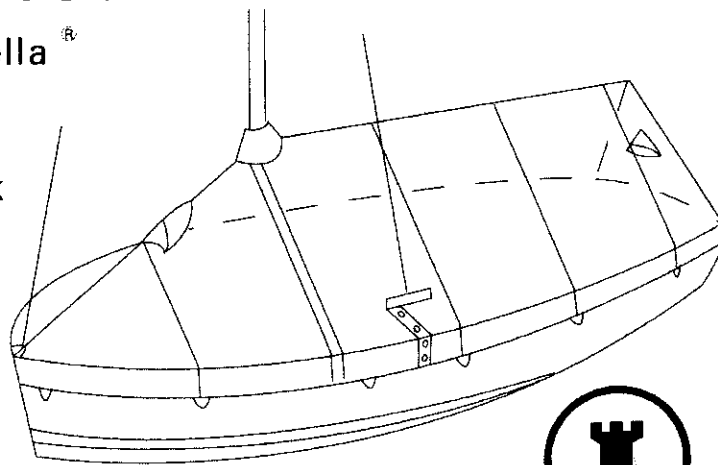
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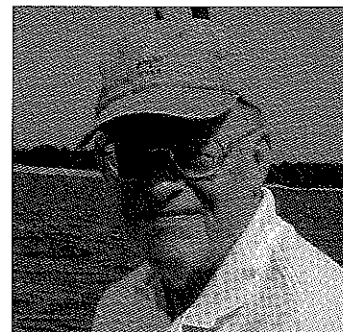
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# From the President

by Jim Harris, FS 4296



**W**ow! What a two-month schedule. First, we went to Door County, Wisconsin for the Midwest Districts, June 16-17th. A great place to sail but 1,000+ miles round trip. Next, we drove to Berlin Lake, Ohio June 23-25th for a fantastic Wife-Husband regatta (1,000+ miles again!) Jo and Ric Baugher and their club really put on a great regatta. The hospitality and organization was stellar, as was the race committee work. Any club with limited launching facilities should take note of how they organized the boat storage, launching and retrieval.

Then on to the biggy – the 2001 Flying Scot NAC's at Toms River Yacht Club, Toms River, New Jersey, July 7-13th (2,100 miles). This was one of the best NAC's I have ever attended. Even old timers like Larry Taggart and Harry Carpenter rated it top drawer. Charlotte and Don Hott sailed in their 43rd consecutive NAC's – that record is sure to outlive Cal Ripken's. It's impossible to mention everyone who helped make this a great regatta – but here are a few:

- Alan Terhune, Sr. (Challenger Division winner), Commodore of TRYC. He inspired the whole club to extend gracious hospitality to the Flying Scot group.
- Bill Warner, regatta chair, and his wife Barbara. The organization, down to the last detail, was outstanding. They even put up with Betty and me as their houseguests for the week. Bill and Barbara were tireless workers and made everything just right.
- Kaye Summerfield, Social and Hospitality Czar, was everywhere all at once and did a fantastic job.
- Bill Carr, PRO. He faced the challenges of no wind, little wind, thunderstorms, lots of wind, etc. and handled it all very well.
- Peter Sayia. His Seaside Park Yacht Club hosted a dinner and party at their club. Another wonderful event.
- John Applegate and "Fast Eddy" Summerfield. They organized the boat parking and assisted with launching.
- All the fifty or so people that worked so hard to make the regatta successful. They even expressed a willingness to have us back. I, for one, am ready!

We were unable to run a Junior Nationals again because of insufficient numbers. I feel it is important to get Juniors in Flying Scots for the long term health of the class. How do we do this? Help!

Several important issues were discussed at the Board of Governors meeting:

- The 2003 NAC's will be held at Lake Norman, North Carolina
- The 2002 NAC's will be at Pensacola Yacht Club, July 20-26th. Bernie Knight is the regatta chair.

- The 2002 Wife-Husband regatta will be at Lake Delavan, Wisconsin, June 15-16th
- We have a written request for the 2003 Wife-Husband from Lake Maumelle near Little Rock, Arkansas.
- The Board of Governors voted to restrict portions of the FSSA website to members only. The Electronic Media committee will work out the details.

The Board of Governors and most of the sailors I spoke with at the NAC's are concerned about the length of the NAC's schedule. The solutions most frequently voiced were:

- 1) One-day qualification series and five championship races, or
- 2) Participants choose a division with no qualification races (as is done at the Mid-Winters) and have five championship races.

In addition, some have suggested more but shorter races. What do you think? Please let either Jack McClurkin or me know before the 2021 Mid-Winters, because we may change the format when we meet then.

Another possible change in the NAC format concerns the Seniors Division. Look for a survey on page 19 asking for your opinion on the possibility of making this competition its own separate regatta.

Congratulations to all the winners and participants at the 2001 NAC's.

## Letter to the Editor:

Thanks so much for placing the announcement of our new Fleet (#182) in issue number 3 of *Scots 'n Water*. I have enjoyed reading your publication for some time now and want to take this opportunity to compliment you on the professional job you do with each issue.

I would like to make one little request of you, if I might. For the sake of clarity and to avoid any possible future confusion, Fleet #182 is located at the Crescent Sail Yacht Club, which is in Grosse Pointe Farms, Michigan. If you see fit to run a correction notice in your next issue, we would be most appreciative.

Sincerely,  
Tim Blachut, Fleet Captain

(Ed. note: Please see related article on page 7)

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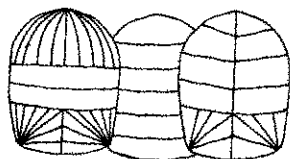
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# Fleet 182 Forms at Crescent Sail Yacht Club Grosse Pointe Farms, MI

by Ted Jeske, FS 5113

Starting a new fleet requires taking a leap of faith that others will share your vision of what can be. But when all the right elements for success already exist, the leap looks less daunting and you can't deny feeling a little excited. We feel excited at Crescent Sail Yacht Club forming Fleet 182 as a new fleet on Lake Saint Clair in the metro Detroit area.

"Crescent", as it is locally known, is a club exclusively for sailors. The only power boats moored at the club are work boats used for running regattas. The club's man-made marina juts into the waters of Lake St. Clair off the renowned Lake Shore Road of Grosse Pointe Farms, Michigan.

Crescent was founded in 1933 by a determined group of sailing and racing devotees. Their depression-era experiences had a telling effect on the concepts and principles under which Crescent functioned then and now. Founded as a sailing club for "men of moderate means" (which now includes women), Crescent has the tradition that members give a prescribed number of work hours to help maintain the club as part of their dues. Today, two annual workdays provide the effort to maintain the facility. This workday practice also provides the side benefit of developing especially close friendships and camaraderie that extend into Crescent sailing activities.

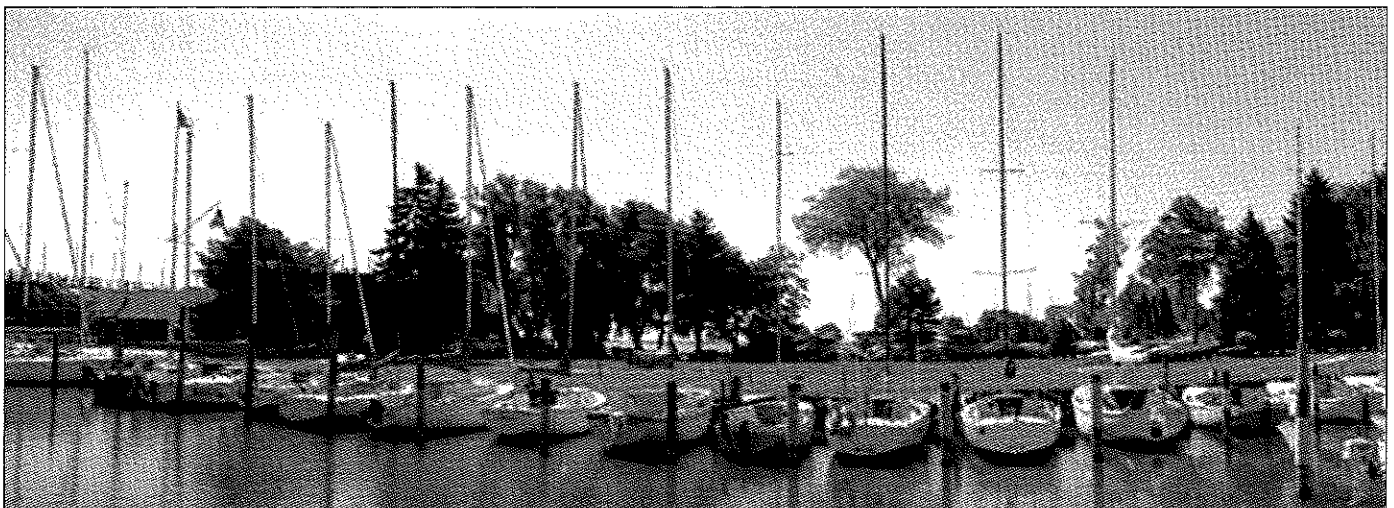
Distinctive among the many yacht clubs in the area, Crescent's special mission is to promote the skills and traditions of racing one-design dinghies. Club races for Snipes, Thistles, Lightnings, Cal 20's, Olympic Tornados, Lasers and Flying Scots are held twice a week. Other one-design classes active at Crescent include some of the larger one design cruising boats.

There are Cal 25s, Express 27s, S2 7.9s, International Etchells and Tartan 10s. Crescent also hosts a number of regional regattas and once each summer, the Club runs a lake-wide regatta entered by up to 250 boats from all around the region, including most of the craft that normally race in the Bayview Yacht Club's annual Port Huron to Mackinac overnight event. In truth, short of time grudgingly spent making a living, Crescent sailors devote their summers to just one thing. The Club's informal motto is: "Summer is for Sailing."

In addition to the activities for Flying Scot sailors centered around Crescent, our members can race regularly on Lake St. Clair with members from the Detroit Yacht Club Fleet 16, the Edison Boat Club Fleet 8, the Detroit Boat Club, and the Sailing Singles Club. These various clubs through the Interclub Flying Scot Committee (IFSC) organize these inter-club activities in conjunction with the Detroit Regional Yachting Association.

In support of Flying Scot sailing, Crescent owns two Flying Scots available for its member's use and guests are always welcomed to sail with us. Adding in our member's owned fleet boats, a strong one-design dinghy focus, great location, and the recognition as a new fleet, Crescent offers something for everyone from day sailing to championship level racing. We hope that you will take a small leap of faith and check us out and sail with us as Fleet 182 grows and builds on the tradition of Flying Scots in Detroit.

To learn more about Fleet 182 or Crescent, visit our website at [www.crescentsail.com](http://www.crescentsail.com), or contact Tim Blachut at 810-779-8423 or Ted Jeske at 313-647-9124.



*Crescent Sail Yacht Club*

# District Governor Forest Rogers Takes Crown in Mich-Ont Districts

**D**istrict Governor Forest Rogers won his second title in three years at the Michigan-Ontario Districts held June 23-24 at Portage Lake, an hour north, northwest of Detroit.

With two firsts and two seconds in the four-race regatta, Rogers edged Canadian sailor Robin Collins of the Stony Lake Yacht Club. Rogers' fellow Portage Lake Yacht Club member Fritz Wagner took third, and multi-year districts winner, Paul Lee of the Detroit Yacht Club came in fourth.

It was a weekend of changeable skies, shifting winds, and unpredictable strokes of luck - both good and bad. With 13 boats registered, the first races Saturday were delayed for two hours by lack of wind under partly cloudy skies. With a light breeze stirring things by mid-afternoon, the race committee put down their card game and headed out on the lake. Halfway up the first leg of the race, the wind died again and the boats drifted until the breeze filled in from behind. Rounding the windward mark, the racers sailed into a downpour that quickly chilled the mostly t-shirt clad competitors. By the time Rogers crossed the finish line in front, the wind had shifted 180 degrees from the starting direction. With thunder and lightning on the horizon, the committee called it a day.

The bad break of the day went to Paul Lee, who had a breakdown before the start that delayed him seven minutes. With several prior district championships and top-10 finishes in national competitions behind him, Lee came from far, far behind to finish in second place. But because the sailing rules specified that all racers shall start within five minutes, Lee's valiant effort was disallowed.

Sunday also started out under clear skies and no wind, but the breeze filled in earlier and the committee ran three races in quick succession. The middle race of the day was the closest, with Rogers, Collins and Lee going left, and local club member Marilyn Poulter going right. Rogers beat her by a nose at the finish, with Lee third and Detroit Yacht Club sailor, John Gallagher, finishing fourth, ahead of Collins and Wagner.

When all was done, Rogers had 5.50 points to 10.75 for Collins, 20.00 for Wagner and 22.75 for Lee. Marilyn Poulter finished fifth. So there were three local club heroes among the top five finishers plus two out-of-towners from different clubs (and countries!). It demonstrated that the talent in Michigan-Ontario is as varied as the winds on beautiful Portage Lake.

## FINAL STANDINGS

1. Forest Rogers
2. Robin Collins
3. Fritz Wagner
4. Paul Lee
5. Marilyn Poulter
6. John Gallagher
6. Jeff Witzburg
8. Jack White
8. Raburn Howland

## DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
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12/15/01	Volume 46, #1	<b>FLORIDA</b>	Charles Fowler	(305) 638-8885	fowlsail@gate.net
2/15/02	Volume 46, #2	<b>TEXAS</b>	Scott Mauney	(214) 341-6243	smauney@flash.net
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# Maintaining a Fleet of Club-Owned Scots

by John Gallagher, Detroit Yacht Club

**L**ike rental cars, club-owned sailboats seem to be used by everybody and owned by nobody. That means club boats see hard usage. But it's possible to maintain a fleet in good condition, and even to sail them to more than respectable showings at national regattas, if you employ a few simple tactics.

At the Detroit Yacht Club, we maintain a fleet of up to 14 Flying Scots for use by our members. (Of 1,200 total DYC members, about 200 pay \$125 for an annual sailing card each year.) We buy one new Flying Scot each year and sell the oldest; so the age of our fleet averages to around 7 years. We also buy a couple of new sets of sails each season, plus all the anchors, paddles, cranks and other gear that we need.

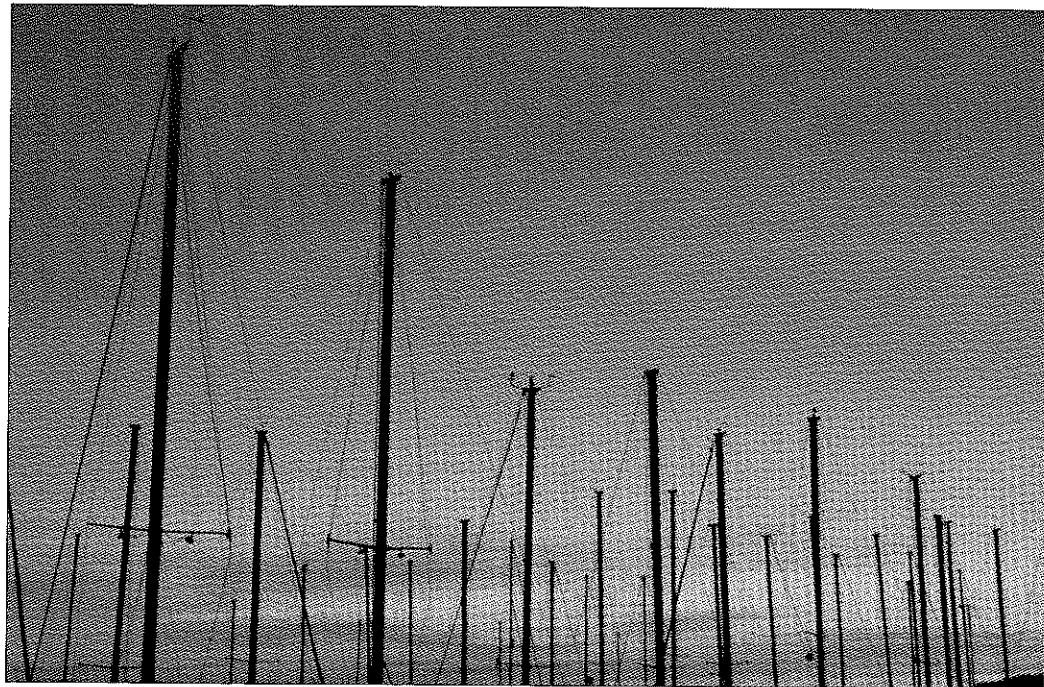
We defer the cost in several ways. Most important, the DYC offers a novice sailing class each season. With volunteer instructors who are Scot enthusiasts, we hold twice-a-week instruction in sailing basics each Tuesday and Thursday evening all summer long. The seasonal fee is \$225 per student. With 50 or 60 students per class, we generally raise \$10,000 to \$15,000 this way. We raise a similar sum through issuing the renewal sailing cards each year to long-time Scot sailors. These fees help defray the cost of one new boat each year plus allow us to buy replacement parts and sails, and still give something back to the Club treasury. We also hold a few fund-raisers each season including our annual awards banquet.

So much for paying for the boats. Next comes upkeep. In this department the DYC is blessed by a dedicated soul named Alan Minsterman, who has volunteered to keep our Scots in tip-top shape for years just for the sheer love of sailing. An automotive engineer by trade, Alan spends part of each week replacing frayed jib

halyards and patching dinged centerboards. Every club should be so lucky to have someone like him.

With Alan handling the big jobs, the sailors themselves take care of minor everyday repairs. Each season we assign one boat to each active racer for the entire season. (The boats, of course, are also used for classes and pleasure sailing.) Each competitor is responsible for

rotating Flying Scot chair (this year DYC Rear Commodore David Coleman) takes care of the organizational side. You can't run a program with 14 boats, 60 novices and about 200 registered sailors without volunteers, and Bob and Dave recruit the folks who throw the parties, put out our newsletter, and otherwise keep the program humming.



scrubbing the bottom of his or her assigned boat at least every other week (most do it weekly just to stay competitive), and either fixing minor breakdowns or letting Alan know about the problem. We enjoy a very active racing schedule at the DYC (with races every Saturday from April through October), so the incentive to keep a boat in top shape drives most of our sailors to treat their assigned Scot like their very own.

Long-time member Bob Cowles keeps track of equipment purchases, and a

With 1,200 members, the DYC has the base to undertake such a large club-owned boat program. But much smaller clubs manage the trick, too. The Crescent Sail Yacht Club in the Detroit area has a mixed fleet of two club-owned and three privately owned Flying Scots. The Detroit Boat Club and the Edison Boat Club also maintain club-owned Flying Scots. Having so many boats and sailors enjoying the class and the competition keeps the hassles few and the pleasures many.

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## 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. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

**\$122.00**

## 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. Price complete.

**\$54.10**

Replacement bag only.

**\$39.70**

## 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.

**\$68.00**

## 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.)

**\$47.70**

## Trailux 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 1/4" 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.

**\$380.00**

## Stainless Steel Mast Sleeve...

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

**\$137.90**



## Rudder Lift System...

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

**\$81.00**

## 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**

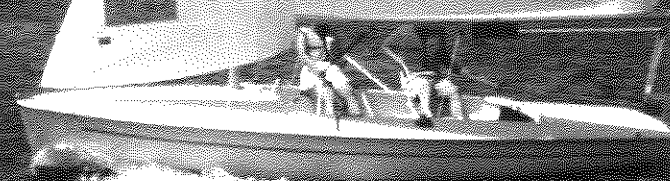
Grab Rail **\$21.00**



## 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.

**\$145.00**



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# Karen & Harry Carpenter Win Their Fourth Wife/Husband Championship

by Bill Ewing, FS 5246

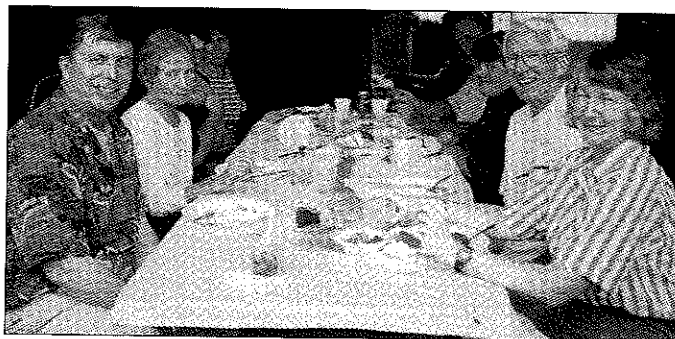
After winning the first three wife-husband championships, Karen and Harry decided to allow some of us other common folk to borrow the Charlotte and Greg Fisher Trophy for the next eleven years, only to recapture it in 2001. No team has won it more times.

Conditions for the first day of racing were excellent. The northerly winds ranged from 8-12 mph and the early morning rain and cloudy skies kept motorboaters away. The race committee set up two separate courses, one for the championship and challenger fleet and a separate course for JAM fleet (jib and main only).

The C&C fleet race committee set up a nice modified Olympic course. The right side of the course proved to be favored with Kimber and Ryan Malmgren leading the way followed by the Carpenters. I believe Eileen and I were third or fourth at the weather mark. Malmgrens continued to hold their lead through the next three legs. At the last leeward mark, Ewings passed Malmgrens followed by Carpenters and Christine and Ralph Coffill. Malmgrens tried to work on Ewings with a vigorous tacking duel, resulting in the Coffills, who hit the right corner, winning on a photo finish over Ewings for the win. Malmgrens finished third and Harry and Karen took fourth.

While the right side paid off in race one, those that stayed left were the first to round the first weather mark in the second race. Ewings had a nice lead, followed by Suzy and Don Domagala, Barb and Don Griffin and Debbie and Pat Glazier, who sailed very well all weekend. A large pileup at the last leeward mark as well as some real close and competitive sailing during the remaining short beat jumbled a number of positions from 2 through 10. Carpenters lost several positions in that shuffle and finished a disappointing 10th.

At the end of the first day, Carpenters looked to be in difficult straights. Not only were there eleven points separating them



*Harry and Karen Carpenter (forefront)*

from first, there were also six other competitors ahead of them and the next days forecast was for light and variable winds, making racing unlikely.

Sunday morning began with a gentle rain and not a breath of air. When the rising steam from the lake finally began to show some movement, the competitors took to their boats and drifted out to the course. The sequence for the third race began in a 2 to 3 mph southerly wind. Just before the start, the wind shifted to the east and increased to 4 to 5 mph. Karen and Harry at the pin were able to tack to port and make the weather mark and hold onto first place as the downwind and final upwind legs had become reaches with spotty wind. A great comeback for a very deserving and respected team. CONGRATULATIONS!

Newlyweds Christine and Dan Neff finished second in race three and Suzie and Tim Strombaugh sailed an excellent series, finishing third overall.

The Challenger fleet was won by Betty and Jim Harris. Regatta chairpersons, Jayne and Dave Caldwell were second. Katharine and Jeff Penfield, who celebrated their 50th wedding anniversary on Saturday, took third overall.

The JAM fleet was a great concept. We were able to recruit Carla and Steve Aslan from our club in New Jersey to attend their first regatta. They had never even sailed a race before, but sailed and finished all three races. They were thrilled and proud to take home memories they will never forget. The JAM fleet was won by Debbie and Paul Stipkovich.

While the racing is important to many of us, the camaraderie and fun is important to all of us. It is difficult to imagine how any group of people could work harder toward a common goal than the folks at Berlin Yacht Club. Eileen and I arrived Wednesday evening and saw volunteers coming and going at all hours of the day and night. BYC is an all-volunteer club and believe me, they know how to make it work.



*Pres. Jim and Betty Harris*

The food and drink was bountiful, the entertainment fun (dig that almost live band), the special awards and prizes attractive and/or amusing, the JAM fleet concept a great idea and most of all, the warmth and friendliness of all the club members was ever present.

No amount of thanks would be enough to adequately praise the efforts Jo and Rick Baugher who it seemed were everywhere all the time doing all things. THANK YOU!



*Rick and Jo Baugher and family - gracious hosts*

## RESULTS

PLACE	CHAMPIONSHIP	CHALLENGER	JAM
1	KAREN AND HARRY CARPENTER	ELIZABETH AND JIM HARRIS	DEBBIE & PAUL STIPKOVICH
2	EILEEN AND BILL EWING	JAYNE AND DAVID CALDWELL	PAULA AND JIM DIFFLEY
3	SUZIE AND TIM STOMBAUGH	KATHARINE AND JEFF PENFIELD	PAM AND DAN GOLDBERG
4	DEBBIE AND PATRICK GLAZIER	ADRIANE AND DAVE ROBISON	LINDA AND JOHN BURKE
5	CHRISTINE AND RALPH COFFILL	CAROL AND DICK FRANKLAND	
6	KIM AND RYAN MALMGREN	BETH AND DAVID GILLINGHAM	
7	CARLA AND LARRY VITEZ	LINDA AND KEN VALENTINE	
8	BARB AND DON GRIFFIN	JOY AND WOLF GOETHERT	
9	ROSIE AND JACK LIEPPER	KATHY AND RAY TRASK	
10	REGINA AND ANTHONY DIRESTA	TERRY AND BOB HRUBY	

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# North American Championship Results

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

## Championship Division

PLACE	SKIPPER	CREW	SAIL#	RACE1	RACE2	RACE3	RACE4	TOTAL
1	Greg Fisher	Jeff Eiber, Joann Jones, Matt Solentis	5391	2	2	6	2	12
2	Allan Terhune, Jr	Katie Lohr & Lauren Terhune	3869	1	7	1	6	15
3	Graham Hall	Witney & Morgan Hall	4945	7	1	4	9	21
4	Dan Vought	Eileen Ewing & David Watts	4048	11	3	2	8	24
5	Paul Lee	Denise Lee & Thom Lee	DYC13	10	8	7	1	26
6	Mark Beaton	Mike DeLorme	4216	5	5	9	7	26
7	John Luard	Toni Gahn & Jackie Cattanach	4240	6	16	3	3	28
8	Harry Carpenter	Larry Taggard	5248	3	6	16	4	29
9	William Demand	George & Gwen Demand	2383	4	11	5	10	30
10	Doc Bellows	Kris Smith & Bill Ewing	5107	9	9	8	5	31
11	Peter Sayia	Terri Sayia & Joe Teale	4000	13	4	12	11	40
12	Joseph Thorpe	Kevin & Peter Thorpe, Jason Taylor	4104	8	13	11	13	45
13	Frank Gerry	Marianne Gerry & Calvin Eiber	5015	23	10	13	18	64
14	Michael Roberts	Stacy Roberts	5040	18	12	23	12	65
15	Josh Goldman	J. Rittenhouse & Bryce Whitney	5171	12	27	14	14	67
16	Steve Berglund	Dan Ioli	5359	16	19	18	16	69
17	Glenn Shaffer	Debbie Hoagland	5213	22	15	19	15	71
18	Michael Ashburn	Diane & Ryan Ashburn	5398	17	14	21	22	74
19	Richard Kerdock	Michael Brown & Ginny White	5255	15	21	17	24	77
20	Dan Neff	Christine Neff & Robyn Cavagna	2929	14	27	10	27	78
21	Jeff Penfield	Drew Bergan	5318	19	18	22	23	82
22	Charles Buffington	Sarah Buffington	5347	21	22	20	20	83
23	Tim Brown	Job Gash & Judi Brown	4924	27	27	15	17	86
24	Ronald Pletsch	Marie Pletsch	2068	20	20	27	19	86
25	Douglas Spohn	William Robertson	4564	24	17	24	25	90
26	Frank Gibson	Debbie Gibson	5344	25	27	27	21	100



## Challenger Division

PLACE	SKIPPER	CREW	SAIL #	RACE1	RACE2	RACE3	RACE4	TOTAL
1	Allan Terhune	Mike Cornelius	5019	1	1	2	1	5
2	Charles Fowler	Nancy Fowler	5126	2	8	1	2	13
3	John J. Applegate	Pattie Applegate & George Schreyer	3713	4	2	12	3	21
4	Bill Warner	Fran Brady & Larry Johnson	4925	7	4	4	12	27
5	Al Hersey	Bob Nichols	13	10	5	10	4	29
6	Darryl Waskow	Ambrose Stafford	3762	5	6	16	5	32
7	Jim Worth	Christopher Dayton & Ray Folio	5222	11	10	5	9	35
8	Edward Summerfield	Herb Lindsey	4736	6	7	8	16	37
9	Jim Leggette	Mike Funk	1518	3	9	7	19	38
10	John Brown	Lorraine Brown & Brittany Hutchinson	5290	12	3	9	14	38
11	Eric Bornebusch	Sara Bornebusch & Amanda Walzer	4479	13	11	6	8	38
12	Steve Last	Steve Rajkavoich & Bonnie Walthom	4979	21	13	3	18	55
13	Jimmy Lee	Doug Orr	5276	28	14	11	10	63
14	Mike Eudy	Kathy Eudy & Cathy Mowry	3845	15	15	15	23	68
15	David Osler	Ed Harding	5217	19	18	13	21	71
16	Bill Vogler	Phil Harris	5182	17	19	21	15	72
17	Jim Harris	Bill Clark & Betty Struckhoff	4296	9	30	30	6	75
18	Jack McClurkin	Greg McClurkin	5404	14	17	14	30	75
19	Donald Owens	John VanDerslice	4161	23	16	17	19	75
20	Craig Milliken	Bill Ross & Tom Lawton	5135	18	12	30	17	77
21	Robert Hamlin	Amethyst Hamlin	3211	16	22	19	20	77
22	Brian Bolin	Laura Bolin	5025	20	23	18	24	85
23	Roger Schermerhorn	Pat Schermerhorn	2707	22	24	30	11	87
24	Florence Forman	Carole Meyers & Judy Bernstein	4950	8	20	30	30	88
25	Jim Bissell	Bill Bissell	5399	27	25	30	7	89
26	Gary Nackman	Ronald Nackman & Avery Nackman	869	24	26	20	25	95
27	Dennis Jansma	Kristopher Jansma	952	25	21	30	22	98
28	Donald Hott	Charlotte Hott	3029	26	30	30	26	112
29	Kenneth Frankman	Peter Craz	4325	30	30	30	30	120

## Women's Division

PLACE	SKIPPER	CREW	SAIL #	RACE1	RACE2	RACE3	RACE4	TOTAL
1	Christine Coffill	Patricia DiResta & Allison O'Kula	4814	3	1	1	5	
2	Pattie Applegate	Jen Demand & Katie Lohr	3713	2	4	4	10	
3	Florence Forman	Carole Meyers & Judi Bernstein	4950	6	3	2	11	
4	Jackie Cattanaach	Toni Gahn & Diane Mess	3817	1	6	5	12	
5	Vicky Stump	Bernadette Musack	4767	4	2	6	12	
6	Gwen Demand	Beth Warner & Wendy Warner	2383	5	5	3	13	
7	Janet Davis	Sue Thompson & Maureen Coanty	4730	7	7	7	21	

# Notice of Race

## Jubilee Regatta and GYA Flying Scot Championship

November 10 - 11, 2001

Pensacola Yacht Club

The regatta is organized under the authority of Pensacola Yacht Club and will be sailed under management of its Race Committee.

**Rules:** The regatta will be governed by the current Racing Rules for Sailing (RRS); the prescriptions of US Sailing; the Flying Scot Sailing Association and the Thistle Class Association rules; the GYA Regulations for Sanctioned Events; except as any of these are altered by the Sailing Instructions, which shall govern in event of any conflict. The regatta is designated Category A.

### Classes and Fees:

Flying Scot: \$55.00

Non-US Sailing Members: \$65

Thistles: \$58.00

Non-US Sailing Members: \$68

(Additional \$3 for Regional Trophies)

Entry fee includes two dinner tickets for Saturday night (low country shrimp boil) per boat, 8% local and Florida state sales tax. Additional dinner tickets can be purchased at Registration.

**Format:** Five races will be attempted. One race in a class constitutes a series for each class. Jerry Hartman, PRO.

### Schedule:

#### Saturday, November 10

Registration 0930 - 1030

Skippers' Meeting 1045

Racing begins, first start 1200

Racing continues, back to back

Dinner and Entertainment to follow

#### Sunday, November 11

Racing begins, first start 1000

Racing continues, back to back

No warning signal after 1300

Trophy presentations ASAP

**Trophies:** Lots of trophies for each class. Cock-of-the-Walk trophy will be awarded to top GYA Flying Scot.

**Scoring:** A modified Low-Point Scoring System, Rule A2 will apply except that there will be no throw outs.

**GYA Flying Scot Championship (Cock-of-the-Walk Trophy):** Entries from GYA member clubs only, but unlimited as to the number of entries per club. Skippers must be members of a GYA Club. The same crew may be carried throughout the series, and the total weight of the skipper and crew must be a minimum of

390 pounds live weight. Boats, sails and equipment may be either club owned or private.

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### JUBILEE REGATTA ENTRY FORM

NOVEMBER 10 & 11, 2001 • PENSACOLA YACHT CLUB

Class: ☐ Flying Scot ☐ Thistle Sail Number \_\_\_\_\_

Owner/Skipper: \_\_\_\_\_

Street Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Business \_\_\_\_\_

Crew (1) \_\_\_\_\_ Crew (2) \_\_\_\_\_

#### CONDITIONS OF ELIGIBILITY

The undersigned represent the following:

1. I/We have read the Notice of Race for the 2001 Jubilee
2. The safety of my boat and crew and the decision whether or not to start or continue a race are my/our sole and exclusive responsibilities;
3. I/We understand that neither the establishment of any special rules or conditions for the regatta nor their use by the organizing authority, the Race committee, or the host club in any way limits or reduces my/our complete and unlimited responsibility as to the safety of my/our boat and crew.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
(Skipper)

#### Series Entry:

Flying Scot: \$55.00 (\$65.00 for Non-US Sailing members) \$ \_\_\_\_\_  
Includes dinner for two on Saturday and sales tax.  
Thistle: \$58.00/\$68.00 (additional \$3 for Regional Trophies) \$ \_\_\_\_\_  
Extra Dinners for Saturday PM \_\_\_\_\_  
Box Lunches for Sat/Sun: # \_\_\_\_\_ X \$4.00 ea. \$ \_\_\_\_\_  
Total Amount \$ \_\_\_\_\_

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# Buckeye Regatta

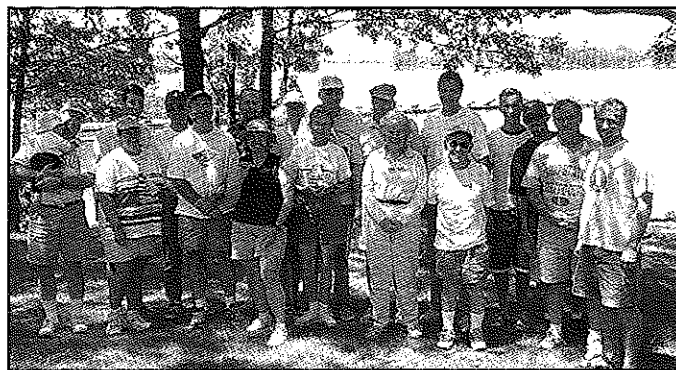
by Jay Huling, FS70

**M**oraine Sailing Club fleet champion Dan Goldberg, with crew Marke Brenner, won the 22-boat Buckeye Regatta at the Hoover Yacht Club (Columbus, OH) May 19-20. The fleet included 22 boats and crews, representing 10 different clubs, 5 states, and many of the best sailors in the Ohio District.

Four races were sailed in shifty, erratic winds, making it hard for any one boat to dominate. Goldberg was the most consistent of the top five finishers, as he played the shifts and puffs better than most. The top 5 boats were within 6 points of each other after the three races on Saturday, and Goldberg appeared on his way to an easy regatta victory after opening up a big lead half way through the Sunday morning race. But a big shift scrambled the fleet and he barely nosed out Bruce Courts for fifth, which was just enough to win a tiebreaker with Pat and Sean Glazier (current Cowan Lake fleet champions) based on his best race finish (1st in the third race). Don and Barbara Griffin

finished third. Susie and Tim Stombaugh, Jack and Martha Stewart, and Rick and Jo Baugher rounded out the top six.

The 2002 Buckeye will be held May 18 and 19, mark your calendars.



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**BOAT HOISTS.** Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

**SPECIAL SCOT SERVICES.** We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

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# Back to the Basics

by Henry McCray

There are three basic fundamentals in winning any sailboat race: boat speed, boat handling and tactics. Armed with these three things there is not a fleet in the world you cannot top. Recently at Key West, I had the joy to be sailing in the Mumm 30 fleet with a fantastic group out of Chicago. We had a crack crew, and boat handling was simply text. Whatever needed to happen happened quickly and efficiently, driven by a dedicated and talented group of sailors. However, for the first two days we had problems. We had difficulty holding our lane and were forced to make extra tacks away from shifts in order to clear our air. The skipper was doing a fine job of keeping the boat on the wind and the sails were trimmed well. So where was the problem? We knew it was boatspeed but had to break it down further.

It was easy to say we had a boatspeed problem, but it was harder to identify why and to fix it. Boatspeed, like sailing in general, can be broken down into three key areas - sail trim, tuning and weight placement. After all, you can have everything right and if the crew is having a party in the back of the cockpit you will be slow. If the crew is hiking their rear ends off and the sails are choked off, you are slow. And you can be perfect on the water but without proper tuning it simply won't matter.

After a couple of days of beating ourselves over the head about trim and effort, we went back to the basics. We broke out the tuning guide and re-tuned the rig from scratch. Boy, were we off! We went from 12+ inches of pre-bend to 3. Our lowers went from tight to slack. The next day our place in the fleet went from the back to the front. Presto! You see, it is always one of the three. Tuning can and should be the easiest, because your sail maker should have a tuning guide for virtually any craft on the water from dinghy to maxi. It gets more complicated as you add more sets of spreaders, but you should be in tune before any major regatta. With a loose (tension) gauge for your shrouds, a tape measure and a tuning guide, you should be able to dial in quickly and effectively. Sail trim is much the same way, especially in one design. Where should the leech of the jib be? How much of the time should the top telltale on the main be flying? All of that should be written down and versed before you leave the dock. And weight placement, even if it is not written down, should be a ready-go ordeal. If every other boat in the fleet has their crew weight slammed forward against the shrouds, so should you. In light air, if everyone is stacking the

keel, do it now! In short, boatspeed is a function of nailing the basics by being able to repeat them in a wide range of conditions.

Beyond boatspeed comes boat handling. An example of this comes when there is a bad mark rounding that looses a bunch of boats. If you go on the premise that everyone is going the same speed, you will not be able to simply blow by them and make them back up. So you need to have practiced every situation of boat handling that can come about. Tacks, crash tacks, ducks, sets, takedowns, gybes and a zillion mark roundings should be executed so that you're racing and not loosing ground. Also

included in boat handling is steering technique and weight moving technique. Every skipper should spend enough time going upwind to know how to scallop effectively to keep the boat on an even keel. He should be able to head down the face of a wave when surfing to gain a few yards to leeward of his "target." And the crew should be able to roll tack if needed and be nimble on and off the rail. But while technique can gain you a yard here or a yard there, practicing the basics will keep you from making the mistake that will cost you boat lengths, not yards. Spending time on the water with your crew and having them practice each maneuver is key. If someone does not understand what or why he should be doing something,

make sure to take the time to explain it so that he can execute with confidence and good timing. And do not do things that you are uncomfortable doing. If you get the heebee-geebee's flying the kite in 30 knots, don't. You will loose far more from a broach than a couple of seconds per mile from winging out the jib. If a gybe set is not in your practice routine, don't do it. You can set and gybe later and save yourself the hassle of an hourglass, a torn sail or worse. Think of a boat handling maneuver as a tennis stroke. If you have a blazing forehand and no backhand, then when you get a floater step around it and hit the shot you are comfortable with. Don't go for a winner every time and you will make far fewer mistakes!

Last comes tactics. You have to possess three key skills tactically in order to be successful. First, you have to be able to start cleanly, without another boat so close that they force you to sail somewhere you don't want to sail. Second, you have to be able to know when you are lifted and headed. If you sail the wrong



Henry McCray

*Continued on page 18*

Continued from page 17

side of every shift you can have the best boatspeed and handling in the fleet and you will still get killed. Lifts and headers determine the shortest course to the mark. Last, you need to be able to determine how you are doing against the fleet. What difference does it make if you are lifted 10 degrees if the whole fleet is above you and lifted 30? Shifts can happen in a number of ways and being able to pick out a new wind from a simple wind shift will allow you to change your game plan under way.

Tactics are much more powerful than boat speed or boat handling as far as making up distance, but they are much more difficult to execute. Yesterday in a harbor race we saw two boats split from us (currently leading) because they later told us they did not feel they had the speed to "hang" and needed to do something drastic. Well, they took a flyer and we beat them by 15 minutes, two marks later after a 45-second differential just four miles before. By creating leverage and being wrong you make yourself WAY wrong. The old adage that you will never beat anyone by following them is misleading as you will surely lose more ground from being very wrong! I liken it to golf. Tiger hits 350 yards off the tee on a 450-yard hole that leaves him lying a

sand wedge to the green. On a good day I hit about 270 from the tee, leaving me a well hit 5-iron to the green. Should I try to blast a driver 350 yards and end up out-of-bounds or learn to hit my 5-iron better? In tactics the most important lesson is to play your strengths so as to spend as little time as possible doing the things you are not good at. Again, stick to the basics. Start well, hit the first shift and stay in phase. Over-thinking will get you killed time and time again.

So there it is. Winning is as easy as 1-2-3. Get your boatspeed up to snuff. Execute well in boat handling. Start well and hit the shifts. Boy, that sounds easy! But remember that everyone else is trying to do the same thing. So trying something completely new and different is rarely the way to the victory circle and often ends in de-rigging after dark. Save your experiments for the practice days! When you go out to the course execute what is proven and rely on your strengths. The cool part is that if you have a weakness and can identify it, you can usually fix it with a little practice! Remember your basics and they will serve you well.

*Originally from New England, Henry McCray is a two time Fireball National Champion and a four time Worlds representative, who now resides in Charleston, South Carolina.*

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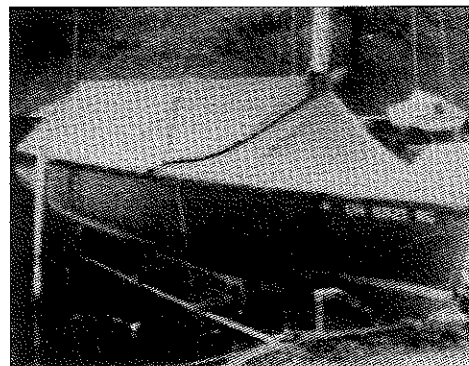
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

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# A Master Dilemma

by Bill Ewing, FS 5246

Ever since Eileen and I returned to the Flying Scot class ten years ago and particularly since qualifying for the masters championship, we've wondered why there isn't a more equitable and enjoyable way to hold this event. Since the class is lucky enough to have a number of seasoned sailors, shouldn't we also have the fun, competition and camaraderie that a masters championship would bring?

Many other successful one-design classes have placed a great deal of emphasis on their masters events and even hold regional and district masters championships. In these days when it is difficult to attract younger sailors, it seems appropriate to make sure we keep all the seasoned veterans participating.

Currently, the masters championship is awarded to the highest placing team at the North Americans. To qualify, the skipper must be 50 with the combined age of one crew and skipper equal to 100. Because there are two separate divisions at the NAs, the eligible sailors never compete against all of the other masters since they are scattered throughout both divisions. This results in the challenger division sailors having no chance to win or to even compete against the other masters who sail in the championship fleet.

If on the other hand, all masters were required to sail challenger, an inequity would be created within the whole division by bringing in overqualified teams who should be competing in the championship. The other alternative is to disallow the masters who sail championship from competing, thereby making it not a true masters championship.

One year all masters were placed in one qualifying group and sailed the three qualifiers against the other senior competition for the championship. This seemed a good alternative as we would all

compete against each other. However, this too is not without problems and was dropped after one year. The primary complaint was that some just came to sail the challenger finals and found adding the additional three qualifier races was too strenuous and diluted their enjoyment of the rest of the series.

We've seen the success that the wife/husband regatta has enjoyed and

feel that a standalone senior championship would also be well supported. A comfortable venue could greatly enhance both interest and participation.

At President Jim Harris' request, I'm seeking your opinion and ask that you respond to the following brief survey, by phone (732) 530-6511; fax (732) 758-6433; or e-mail, eileenewing@home.com. We want to hear from you!

## MASTERS CHAMPIONSHIP SURVEY

1) Should there be a stand alone Masters Championship?

☐ Yes ☐ No

2) Should it be held on: ☐ a weekend or ☐ during the week?

3) How important are the following to you?

1 = least important, 10 = most important.

\_\_\_ Moderate sailing conditions (having the event where high winds, big seas and long sailing days would not be expected)

\_\_\_ Easy shore facilities for launching, docking and overnight storage.

\_\_\_ Camping and motor home facilities.

\_\_\_ Hotel/motel facilities

\_\_\_ Housing with local fleet members.

\_\_\_ Evening/social activities.

\_\_\_ Multiple age divisions, (such as 50-59, 60-69, and 70+)

\_\_\_ Age of crew in considering eligibility; (i.e., combined age 100 years)

4) What other factors would be important for you to participate in a stand alone masters championship?

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5) Probability that you would attend a separate masters regatta? \_\_\_\_\_ %

6) Will you be eligible for the masters in 2002?

☐ Yes ☐ No When will you reach age 50? \_\_\_\_\_

Name (optional): \_\_\_\_\_

# Tight Rig Setup

by Dave Batchelor, FS 2324

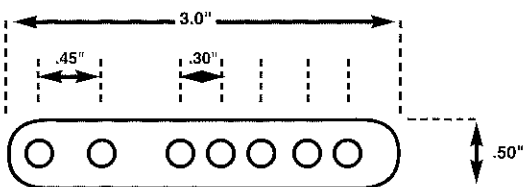
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has 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.

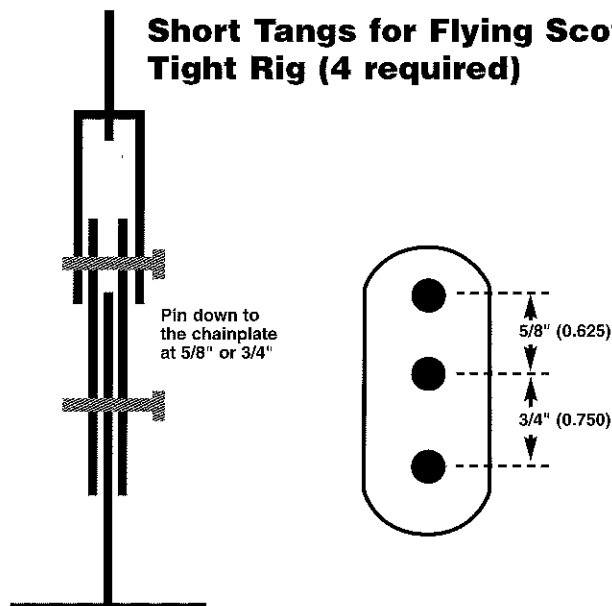
## Step 3: Re-Measurement

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

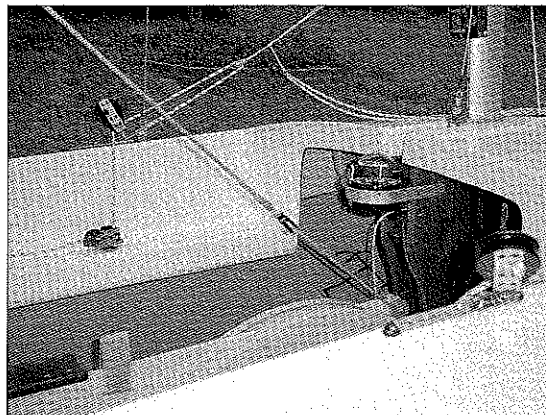
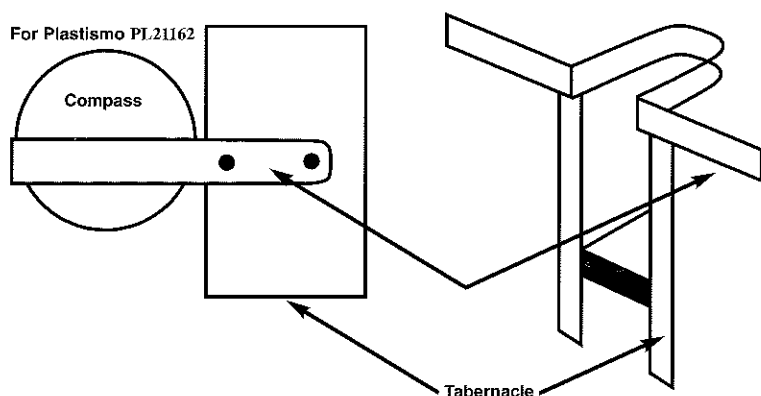


Photo courtesy of Dave Batchelor

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# Starting Line

## **Annual Whale of a Sail Regatta**

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

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](http://www.csa-sailing.org).

## **Glimmerglass Regatta**

September 15 and 16, 2001  
Otsego Sailing Club  
Cooperstown, NY

For more information contact Dick Staley at (607) 432-6815

## **Annual Hot to Trot Regatta**

September 15 and 16, 2001  
Portage Lake Yacht Club  
Pinckney, MI

For more information contact: Marilyn Poulter at 734-475-3029 or mpoulter1@hotmail.com.

## **Sail for the Grail**

September 15 and 16, 2001  
Lake Arthur

## **Candlewood Lake Regatta**

September 22, 2001  
New Fairfield, CT

For more information contact Frank Riefenhauser at (203) 746-4752.

## **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](http://www.caverunsailing.com).

## **VISA Invitational**

October 5 - 7, 2001  
Smith Mt. Lake  
Moneta, VA

For more information contact Bill Rhodes at (434) 384-2038 or e-mail: visa2001@aol.com. Website is [www.communityzero.com/visa](http://www.communityzero.com/visa).

## **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.

## **Jubilee Regatta and GYA FS Championship**

November 10 & 11, 2001  
Pensacola Yacht Club  
Pensacola, FL

For more information contact Bernie Knight at (850) 983-7247, baknight@msn.com. Call/ email regarding leaving your boat stored over the winter. THIS IS WHERE THE 2002 NACS WILL BE HELD - COME CHECK US OUT!

## **Gator Challenge**

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.

## **Mid-Winters**

March 17 - 22, 2002  
St. Andrews Bay Yacht Club  
Panama City, FL

More information to come.

## **2002 Wife Husband Championship Regatta**

June 14 - 16, 2002  
Delavan Lake Yacht Club  
Delavan, WI

For more information contact co-chairs: Frank Gerry at (630) 466-1161, fgerry@mc.net or Jack McClurkin at (847) 991-8092, JMcclurkin@aol.com. Visit the Delavan Lake Yacht Club website at [www.dlyc.com](http://www.dlyc.com).

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# Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
<b>Capitol District</b>				
	1892	George Balas	PO Box 184	Buckingham, PA 18912
	4883	William H. Speakman III	1013 Riverview Terrace	St. Michaels, MD 21663
	5037	John and Jay Buhl	12009 Horncastle Place	Richmond, VA 23233
6	A981	Ray and Joni Gauthier	1611 Ridout Rd	Annapolis, MD 21401
42	4722	Stu Robinson	3801 Connecticut Ave NW #438	Washington, DC 20008
160	2944	Richard Warner	13310 Country Way Circle	Fredericksburg, VA 22407
<b>Carolinas District</b>				
	882	Ashley Stancil	116 Taylors Creek Lane	Beaufort, NC 28516
	4043	John Hemphill	7123 Summerdale Rd	Elon College, NC 27244
	4511	Dean Choplin	8605 Harbor Rd	Raleigh, NC 27615
27	0885	Donnie & Susie Redmond	1120 Country Ridge Drive	Raleigh, NC 27609
48	4282	Edie Sullivan	3529 Broadfield Rd	Charlotte, NC 28226
<b>Florida District</b>				
	1816	Cindy Bailey	4755 Old Spanish Trail	Pensacola, FL 32504
	3866	Michael Hagen	4010 Poinsettia Drive	St Petersburg, FL 33706
	5399	Jim Bissell	144 Giardino Drive	Islamorada, FL 33036
<b>Greater NY District</b>				
	3839	Nancy L Lopus	70-N Village Green	Budd Lake, NJ 07828
	3869	Allan Terhune Jr.	38 First St	Fairfield, CT 06430
	4881	Dorothy B. Windhorst MD	1124 Barnegat Lane	Mantoloking, NJ 08738
	5122	Jim Mageras	30 Sedgwick Ave	Darien, CT 06820
	5227	John Hurley	5 Violet Drive	Ocean, NJ 07712
	5319	Montague Ferry	230 Shore Road	Southampton, NY 11968
	5374	David and Andrea Strong	1358 Whitebridge Rd	Millington, NJ 07946
	A958	Richard Hansen	Sixth Avenue	Seaside Park, NJ 08752
	A960	Tom Green	129 Columbia Heights #35	Brooklyn, NY 11201
48	A984	George Spencer	19 Stephen Mather Lane	Norwalk, CT 06850
62	4045C	Had Brick	67 Bay Shore Drive	Toms River, NJ 08753
157	4276	Peter Spring	48 Bluefield Rd	Lincroft, NJ 07738
162	4161C	Donald Owens	548 Hill Road	Toms River, NJ 08753
162	5290	John Brown Jr	1424 S. Bayview Avenue	S. Seaside Park, NJ 08752
177	4044	Neal E. Robison Jr.	56 Williams Road	Wallingford, CT 06492
<b>Gulf District</b>				
	5405	W. Paul Spears	2525 Hickory Hill Rd	Pineville, LA 71360
85	0262	William R North	708 Colony Circle	Homewood, AL 35209
<b>Michigan-Ontario District</b>				
	0927	Charles E Arnett	4759 Brookwood Meadows	Brighton, MI 48116
182	2526	Timothy Blachut	21810 Mauer	St Clair Shores, MI 48080
<b>Midwestern District</b>				
	2489	Joseph Kovacs	14973 Arbowood	Grand Haven, MI 49717-8859
44	A970	Sarah Lisle	6639 Longmeadow	Lincolnwood, IL 60712
123	2536	Richard & Elaine W Johnson	1 Westergard Rd.	Bottineau, ND 58318
<b>New England District</b>				
	2181	David Simpson	30 Mann's Hill Rd	Sharon, MA 02067
	5281	John Beacon	83 Clover Lane	Brewer, ME 04412
<b>New York Lakes District</b>				
	1794	Robert Bosman	255 Washington Ave Ext	Albany, NY 12205
	4425	Ronald M Streek	202 Main St.	Cooperstown, NY 13326
	5089	Mark Fleckenstein	10 Goodspeed Place	Skaneateles, NY 13152
<b>Ohio District</b>				
	1157	Lisa Kola	1418 West Clifton #16	Lakewood, OH 44107
	3103	D. Bruce Phillips	614 Squaw Run Road East	Fox Chapel, PA 15238
	3531	Steve Harrington	501 Church St.	Lynchburg, VA 24504
	4671	Tom McSweeney	1056 Hepplewhite St.	Westerville, OH 43081
1	0401	Karen McGee	1338 Cryer Avenue	Cincinnati, OH 45208
4	3293	Dan Moore	25 Parkwood Blvd	Mansfield, OH 44906-3739
6	4609	Keith DeShong	PO Box 1585	Hedgesville, WV 25427
34	0396	George McCracken	404 Linda St.	Van Wert, OH 45891-1553
37	0742	Brian Pace	1777 Westwood Ave	Columbus, OH 43212
<b>Pacific District</b>				
40	0503	Chelsea Simms	118 St. Thomas Way	Tiburon, CA 94920
<b>Prairie District</b>				
	5365	Jerry Wenger	923 Sylvan Ct. PO Box 813	Powell, WY 82435
83	1989	Dave Bush	32 Raintree Ct.	St. Peters, MO 63376
<b>Texas District</b>				
	0205	Greg Sims	10130 Cherry Tree	Dallas, TX 75243
	1185	C.D. Poellet	8961 Dickson Rd	Fort Worth, TX 76179
<b>New Members this report</b> 55				

# Caveat Emptor

*Submissions for Caveat Emptor must be 50 words or less. A \$15.00 fee is charged for placement in Scots n Water. Send or fax submissions to Association Headquarters or Email to info@fssa.com.*

*Placement will be made upon receipt of payment.*

*Send payment to: FSSA Headquarters  
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Columbia, SC, 29205.*

**FS 2230** – Customflex, white hull with white deck. Main with double reef, Jib with window. Newly painted tilt trailer, spare on wheel. Cockpit cover, like-new MinnKota motor, new removable motor mount, anchor, life jackets and new teak centerboard cap. Good condition. Located in Cincinnati, Ohio. \$2200. Contact Frank Stallsmith at (513) 761-4618.

**FS 4044** – Douglass built, race ready, 2 sets of sails, mostly dry-sailed. Hull is in great shape. Located/Stored in Connecticut. \$5000. Contact Neal, Jr. at (203) 269-1451 (days).

**FS 4296** – Douglas, silver hull, white deck. North main and jib, Fowler spinnaker. Race rigged - fast boat, won 2001 Wife-Husband Challenger Division with 70 yr. old skipper. Many extras. Trailmaster trailer. Dry sailed and covered storage, full mooring cover. Located in Carlyle, IL.

\$6200. Contact Jim Harris at (314) 966-8404.

**FS 4490** – White hull with red stripe. Two sets of sails: main, jib and spinnaker. Also includes spinnaker pole, galvanized trailer, new Sailors' Tailor mooring cover (gray), and anchor. Excellent condition. Located in Mansfield, Ohio. \$6000. Contact Ray Yeager at (419) 884-2637.

**FS 4921** – Douglass, white deck and hull with red stripe. Schurr sails main, jib and spinnaker and pole plus many extras. Galvanized Trail Master custom trailer, Sailor's Tailor cover, compass, etc. Boat has had very little use and is in excellent condition. Located in Bokeelia, FL. \$7300. Contact Bill Frissell at (440) 257-4341.

**FS 5132** – White deck and hull with dark blue trim. Mahogany centerboard cap. Schurr sails and spinnaker. Engine mount, galvanized trailer. 25th Anniversary edition. Custom fit for racing. Dry sailed. Extras - 4 stroke 2 hp Honda engine and deck cover. Located in Atlanta, GA. \$7500. Contact Michael Skardasis at (404) 320-7435.

**FS 5143** – White hull with dark blue trim. 40th Anniversary Edition with mahogany centerboard cap. Never raced. Schurr main and jib, jiffy reefing. 4hp 1997 Evinrude outboard. Galvanized trailer with spare. Trailering/mooring, and boom covers. Located in Lake Norman, NC. \$9000. Contact Charles Lamm at (828) 478-8630, clammm@bellsouth.net.

**FS 5281** – 2000, Flying Scot, new in April 2000, sailed once last summer. Family package, roller furling jib, motor bracket, custom cover, compass, white hull/deck, navy stripe, trailer, nose jack. Stored inside. Asking \$9,700 for a factory new boat. Contact John Beacon at beacon@maine.edu or 207-989-5108.

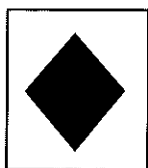
**North Sails** – One year old, mint condition. Kept rolled, used twice in meager wind conditions. Secret weapon - larger jib roach - fast but legal. Reason for selling...giving up racing, and have two other sets of sails. Paid \$1300, first \$900 takes them. I will pay shipping. Contact Pat Ferguson at (205) 330-2956, pferg@bama.ua.edu.

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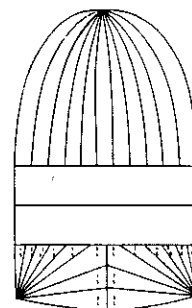
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 14181 W. Hawthorne Avenue  
 Lake Forest, IL 60045  
 (847) 362-7878  
 haackh@bigplanet.com

### NEW ENGLAND DISTRICT

Gary Warden  
 80 County Street  
 Walpole, MA 02081  
 (508) 359-6708  
 gary4619@email.msn.com

### NY LAKES DISTRICT

Ann Seidman  
 33 Huckleberry Lane  
 Ballston 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