

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 47 NUMBER 6 2003

Emporium INTERNET

How the TIGHT RIG Came About

Profile: HANK SYKES

Keeping Fleet 16 SHIP SHAPE

SPRING FUN in the Southern Sun

Florida District Highlight

Action

Powered by North.



Watch for
our Fall Discount
Program soon!

1*,2

2003 Midwinters

1st

2003 Midwinters Challengers

1,2,3,4,5

2002 Midwinters

1,2,3,5,7

2001 North Americans

1,2,3*, 5, 6,7,8,9,10

2001 Midwinters

North Sails Chesapeake

Greg Fisher
Greg@od.northsails.com
Phone 410 280-3617
Fax 410 626-8445

North Sails East

Brian Hayes
Brian@od.northsails.com
Phone 203 877-7627
Fax 203 877-6942

North Sails Midwest

Skip Dieball
Skip@od.northsails.com
Phone 419 729-4777
Fax 419 726-2225

www.OneDesign.com

All About One Design Sailing.

Flying Scot® Sailing Association

1 Windsor Cove, Suite 305 • Columbia, S.C. 29223 • Email: info@fssa.com
803-252-5646 • 1-800-445-8629 • FAX (803) 765-0860

VOLUME 47 NUMBER 6 2003

PRESIDENT

William B. Ross*
178 Woodstream Road
Mooresville, NC 28117
(704) 664-9511 • WBROSS1@alltel.net

FIRST VICE-PRESIDENT

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

SECOND VICE-PRESIDENT

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

COMMODORE

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

SECRETARY

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

TREASURER

Glenn D. Shaffer*
299 Raymond Road
Princeton, NJ 08540
(609) 883-6688 • gshaffer@ieshaffer.com

IMMEDIATE PAST COMMODORE

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

FSSA MEASURER

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

EDITOR, SCOTS n' WATER

Kay Summerfield
705 Ocean Avenue
Beachwood, NJ 08722
(732) 286-4890 • slokay@earthlink.net

WEBPAGE EDITOR, WWW.FSSA.COM

Hank Sykes
76 McKinley Avenue
New Haven, CT 06515
(203) 397-2262 • hasyk1@comcast.net

MEMBERSHIP CHAIRPERSON

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885 • fowlsail@gate.net

DESIGNER (1904-1992)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Courtney Cantrell
1 Windsor Cove, Suite 305 • Columbia, SC 29223
(803) 252-5646 • (800) 445-8629
info@fssa.com

*Denotes Executive Committee Members



From the President	4
Letter From the Editor	5
Charlie's Tips	6
Emporium Internet	7
F.Y.I.	8
Flying Scot Adventures, Midwinter.	9
How the Tight Rig Came About	11
Keeping Fleet 16 Ship Shape	13
Spring Fun in the Southern Sun	15
The Mug Race & The Race of the Year	17
Personality Profile: Hank Sykes	19
In Every Issue	
Caveat Emptor	21
New Members	22
Starting Line	22

ADVERTISERS INDEX

2 North Sails	14 Flying Scot Racing	20 Schurr Sails
5 Fowler Sails	16 Rooke Sails	23 Quantum
6 Layline	16 Gus Sails	23 Midwest Sailing
10 Harken	17 Sailboatcovers.com	24 FSSA
12 The Sailors' Tailor	18 Flying Scot, Inc.	

Attention Web Surfers / 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 - Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume XLNo. 6 Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

Publication Mail Dates: Issue #1, **January 15**; Issue #2 **March 15**; Issue #3, **May 15**; Issue #4, **July 15**; Issue #5, **September 15**; Issue #6, **December 15**.

Ad Rates: Call Christina Hicks at (800) 445-8629.

Postmaster: Please send change of address to Scots n' Water, FSSA, 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223.

EDITOR: Kay Summerfield, 705 Ocean Avenue, Beachwood, NJ 08722, (732) 286-4890, slokay@earthlink.net

LAYOUT DESIGN: Nancy H. Cooper. **ADVERTISING:** Christina Hicks (800) 445-8629.

Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.

From The President

by Bill Ross, FS 5210



The FSSA wants to thank Don Smith 5555 and his able team for the fabulous time we all had at the North Americans in July. From those post racing socials and regatta management, it was evident that the entire event underwent months of planning. The race committee made every effort to do its job well in the usual Lake Norman fashion, and the onshore activities raised the bar, that's for sure. Thank you all at Fleet 48!

We had the opportunity to attend the National Championship of the Thistle Class recently in which the subject of VHF radios on board came up for a vote. This has been discussed more recently by a number of classes, and is something we Scot sailors should think about as well. The current by-laws do not allow for this, as do most others. There is an upside and a downside to this issue, but for safety sake, it is all positive. Waterproof VHF radios have become less costly, more portable, and more durable, making them more practical to have aboard small boats.

In hearing the discussion that took place, there are other possibilities that would make racing more fun. For instance, the race committee could announce early starters and solve the hailing issue, which doesn't work well the way we do it now. Someone is going to be prejudiced with hailing; it's just a question of whom. A downside to this is the ever-present possibility of outside assistance given to a competitor. On radios with scanners, and most have the capability; the race committee actions can be monitored more closely by sailors. Classes are looking at this more seriously every year. Those who do are on the leading edge and are trying to sort all

this out. In addition, it's my feeling that soon the Racing Rules of Sailing will allow it, and if so, we need to be ready. It has come to our attention recently that a foreign copy of the Flying Scot® is finding its way into the US by an importer. In the promotional material, the seller is using the name Flying Scot®. We must all remember that the name Flying Scot® is a registered trademark, and we must make every effort to protect this name for our builder. Whenever we use that name in our regatta announcements, sailing instructions, or any other documentation, we should be using the "®" symbol after the name. In "MS Word" you can insert it with the "alt-cntrl r" keys. Let's be sure we make a genuine effort to protect the name, and our investment.

If you haven't downloaded a copy of the new Constitution and By-laws, make an effort to do so now. At the Annual Meeting held at Lake Norman, we passed a large number of revisions to both sections of the By-laws and Constitution. If you don't have access to the web site call FSSA Headquarters and ask Courtney Cantrell for a copy. We have created new membership categories, eligibility rules, nominating committee composition, charter restrictions and much more. Get up to date and carry that book with you. Larry Taggart will be writing an article for us detailing many of the changes in a future issue.

Fleet Captain! You are the lifeblood of this organization and many of you get saddled with that job not knowing what is the real duty of that position. Charles Buffington has volunteered to take the generic version of the Fleet Captains Manual developed by the US SAILING's One Design Class Council and modified it to more specifically meet the needs of the

Flying Scot® Class. Thank you, Charles. The first draft looks great and will solve the mystery for many if put to use.

Here is something to think about. We had the largest Senior Division in NAC history at Lake Norman. There were approximately 22 Seniors starting with the Challenger Division. Should we have a separate start for the Senior fleet? Should the Silver Pipers Regatta become the National Senior Championship? Fleet Captains, talk to your fleet. District Governors, talk to your Fleet Captains, and bring your feedback to the Midwinters Meeting. ▲

Statement of Ownership, Management and Circulation

Enter Name Here

Statement of Ownership, Management, and Circulation

1. Publication Title: Flying Scot® Class

2. Issue Frequency: Monthly

3. Issue Date for Circulation Data Below: 10/01/03

4. Number of Copies (Net press run) (See instructions on page 2)

5. Total Number of Copies (Net press run) (See instructions on page 2)

6. Total Number of Copies (Net press run) (See instructions on page 2)

7. Total Number of Copies (Net press run) (See instructions on page 2)

8. Total Number of Copies (Net press run) (See instructions on page 2)

9. Total Number of Copies (Net press run) (See instructions on page 2)

10. Total Number of Copies (Net press run) (See instructions on page 2)

11. Total Number of Copies (Net press run) (See instructions on page 2)

12. Total Number of Copies (Net press run) (See instructions on page 2)

13. Total Number of Copies (Net press run) (See instructions on page 2)

14. Total Number of Copies (Net press run) (See instructions on page 2)

15. Total Number of Copies (Net press run) (See instructions on page 2)

16. Total Number of Copies (Net press run) (See instructions on page 2)

17. Total Number of Copies (Net press run) (See instructions on page 2)

18. Total Number of Copies (Net press run) (See instructions on page 2)

19. Total Number of Copies (Net press run) (See instructions on page 2)

20. Total Number of Copies (Net press run) (See instructions on page 2)

21. Total Number of Copies (Net press run) (See instructions on page 2)

22. Total Number of Copies (Net press run) (See instructions on page 2)

23. Total Number of Copies (Net press run) (See instructions on page 2)

24. Total Number of Copies (Net press run) (See instructions on page 2)

25. Total Number of Copies (Net press run) (See instructions on page 2)

26. Total Number of Copies (Net press run) (See instructions on page 2)

27. Total Number of Copies (Net press run) (See instructions on page 2)

28. Total Number of Copies (Net press run) (See instructions on page 2)

29. Total Number of Copies (Net press run) (See instructions on page 2)

30. Total Number of Copies (Net press run) (See instructions on page 2)

31. Total Number of Copies (Net press run) (See instructions on page 2)

32. Total Number of Copies (Net press run) (See instructions on page 2)

33. Total Number of Copies (Net press run) (See instructions on page 2)

34. Total Number of Copies (Net press run) (See instructions on page 2)

35. Total Number of Copies (Net press run) (See instructions on page 2)

36. Total Number of Copies (Net press run) (See instructions on page 2)

37. Total Number of Copies (Net press run) (See instructions on page 2)

38. Total Number of Copies (Net press run) (See instructions on page 2)

39. Total Number of Copies (Net press run) (See instructions on page 2)

40. Total Number of Copies (Net press run) (See instructions on page 2)

41. Total Number of Copies (Net press run) (See instructions on page 2)

42. Total Number of Copies (Net press run) (See instructions on page 2)

43. Total Number of Copies (Net press run) (See instructions on page 2)

44. Total Number of Copies (Net press run) (See instructions on page 2)

45. Total Number of Copies (Net press run) (See instructions on page 2)

46. Total Number of Copies (Net press run) (See instructions on page 2)

47. Total Number of Copies (Net press run) (See instructions on page 2)

48. Total Number of Copies (Net press run) (See instructions on page 2)

49. Total Number of Copies (Net press run) (See instructions on page 2)

50. Total Number of Copies (Net press run) (See instructions on page 2)

51. Total Number of Copies (Net press run) (See instructions on page 2)

52. Total Number of Copies (Net press run) (See instructions on page 2)

53. Total Number of Copies (Net press run) (See instructions on page 2)

54. Total Number of Copies (Net press run) (See instructions on page 2)

55. Total Number of Copies (Net press run) (See instructions on page 2)

56. Total Number of Copies (Net press run) (See instructions on page 2)

57. Total Number of Copies (Net press run) (See instructions on page 2)

58. Total Number of Copies (Net press run) (See instructions on page 2)

59. Total Number of Copies (Net press run) (See instructions on page 2)

60. Total Number of Copies (Net press run) (See instructions on page 2)

61. Total Number of Copies (Net press run) (See instructions on page 2)

62. Total Number of Copies (Net press run) (See instructions on page 2)

63. Total Number of Copies (Net press run) (See instructions on page 2)

64. Total Number of Copies (Net press run) (See instructions on page 2)

65. Total Number of Copies (Net press run) (See instructions on page 2)

66. Total Number of Copies (Net press run) (See instructions on page 2)

67. Total Number of Copies (Net press run) (See instructions on page 2)

68. Total Number of Copies (Net press run) (See instructions on page 2)

69. Total Number of Copies (Net press run) (See instructions on page 2)

70. Total Number of Copies (Net press run) (See instructions on page 2)

71. Total Number of Copies (Net press run) (See instructions on page 2)

72. Total Number of Copies (Net press run) (See instructions on page 2)

73. Total Number of Copies (Net press run) (See instructions on page 2)

74. Total Number of Copies (Net press run) (See instructions on page 2)

75. Total Number of Copies (Net press run) (See instructions on page 2)

76. Total Number of Copies (Net press run) (See instructions on page 2)

77. Total Number of Copies (Net press run) (See instructions on page 2)

78. Total Number of Copies (Net press run) (See instructions on page 2)

79. Total Number of Copies (Net press run) (See instructions on page 2)

80. Total Number of Copies (Net press run) (See instructions on page 2)

81. Total Number of Copies (Net press run) (See instructions on page 2)

82. Total Number of Copies (Net press run) (See instructions on page 2)

83. Total Number of Copies (Net press run) (See instructions on page 2)

84. Total Number of Copies (Net press run) (See instructions on page 2)

85. Total Number of Copies (Net press run) (See instructions on page 2)

86. Total Number of Copies (Net press run) (See instructions on page 2)

87. Total Number of Copies (Net press run) (See instructions on page 2)

88. Total Number of Copies (Net press run) (See instructions on page 2)

89. Total Number of Copies (Net press run) (See instructions on page 2)

90. Total Number of Copies (Net press run) (See instructions on page 2)

91. Total Number of Copies (Net press run) (See instructions on page 2)

92. Total Number of Copies (Net press run) (See instructions on page 2)

93. Total Number of Copies (Net press run) (See instructions on page 2)

94. Total Number of Copies (Net press run) (See instructions on page 2)

95. Total Number of Copies (Net press run) (See instructions on page 2)

96. Total Number of Copies (Net press run) (See instructions on page 2)

97. Total Number of Copies (Net press run) (See instructions on page 2)

98. Total Number of Copies (Net press run) (See instructions on page 2)

99. Total Number of Copies (Net press run) (See instructions on page 2)

100. Total Number of Copies (Net press run) (See instructions on page 2)

1. Publication Title: Flying Scot® Class

2. Issue Frequency: Monthly

3. Issue Date for Circulation Data Below: 10/01/03

4. Number of Copies (Net press run) (See instructions on page 2)

5. Total Number of Copies (Net press run) (See instructions on page 2)

6. Total Number of Copies (Net press run) (See instructions on page 2)

7. Total Number of Copies (Net press run) (See instructions on page 2)

8. Total Number of Copies (Net press run) (See instructions on page 2)

9. Total Number of Copies (Net press run) (See instructions on page 2)

10. Total Number of Copies (Net press run) (See instructions on page 2)

11. Total Number of Copies (Net press run) (See instructions on page 2)

12. Total Number of Copies (Net press run) (See instructions on page 2)

13. Total Number of Copies (Net press run) (See instructions on page 2)

14. Total Number of Copies (Net press run) (See instructions on page 2)

15. Total Number of Copies (Net press run) (See instructions on page 2)

16. Total Number of Copies (Net press run) (See instructions on page 2)

17. Total Number of Copies (Net press run) (See instructions on page 2)

18. Total Number of Copies (Net press run) (See instructions on page 2)

19. Total Number of Copies (Net press run) (See instructions on page 2)

20. Total Number of Copies (Net press run) (See instructions on page 2)

21. Total Number of Copies (Net press run) (See instructions on page 2)

22. Total Number of Copies (Net press run) (See instructions on page 2)

23. Total Number of Copies (Net press run) (See instructions on page 2)

24. Total Number of Copies (Net press run) (See instructions on page 2)

25. Total Number of Copies (Net press run) (See instructions on page 2)

26. Total Number of Copies (Net press run) (See instructions on page 2)

27. Total Number of Copies (Net press run) (See instructions on page 2)

28. Total Number of Copies (Net press run) (See instructions on page 2)

29. Total Number of Copies (Net press run) (See instructions on page 2)

30. Total Number of Copies (Net press run) (See instructions on page 2)

31. Total Number of Copies (Net press run) (See instructions on page 2)

32. Total Number of Copies (Net press run) (See instructions on page 2)

33. Total Number of Copies (Net press run) (See instructions on page 2)

34. Total Number of Copies (Net press run) (See instructions on page 2)

35. Total Number of Copies (Net press run) (See instructions on page 2)

36. Total Number of Copies (Net press run) (See instructions on page 2)

37. Total Number of Copies (Net press run) (See instructions on page 2)

38. Total Number of Copies (Net press run) (See instructions on page 2)

39. Total Number of Copies (Net press run) (See instructions on page 2)

40. Total Number of Copies (Net press run) (See instructions on page 2)

41. Total Number of Copies (Net press run) (See instructions on page 2)

42. Total Number of Copies (Net press run) (See instructions on page 2)

43. Total Number of Copies (Net press run) (See instructions on page 2)

44. Total Number of Copies (Net press run) (See instructions on page 2)

45. Total Number of Copies (Net press run) (See instructions on page 2)

46. Total Number of Copies (Net press run) (See instructions on page 2)

47. Total Number of Copies (Net press run) (See instructions on page 2)

48. Total Number of Copies (Net press run) (See instructions on page 2)

49. Total Number of Copies (Net press run) (See instructions on page 2)

50. Total Number of Copies (Net press run) (See instructions on page 2)

51. Total Number of Copies (Net press run) (See instructions on page 2)

52. Total Number of Copies (Net press run) (See instructions on page 2)

53. Total Number of Copies (Net press run) (See instructions on page 2)

54. Total Number of Copies (Net press run) (See instructions on page 2)

55. Total Number of Copies (Net press run) (See instructions on page 2)

56. Total Number of Copies (Net press run) (See instructions on page 2)

57. Total Number of Copies (Net press run) (See instructions on page 2)

58. Total Number of Copies (Net press run) (See instructions on page 2)

59. Total Number of Copies (Net press run) (See instructions on page 2)

60. Total Number of Copies (Net press run) (See instructions on page 2)

61. Total Number of Copies (Net press run) (See instructions on page 2)

62. Total Number of Copies (Net press run) (See instructions on page 2)

63. Total Number of Copies (Net press run) (See instructions on page 2)

64. Total Number of Copies (Net press run) (See instructions on page 2)

65. Total Number of Copies (Net press run) (See instructions on page 2)

66. Total Number of Copies (Net press run) (See instructions on page 2)

67. Total Number of Copies (Net press run) (See instructions on page 2)

68. Total Number of Copies (Net press run) (See instructions on page 2)

69. Total Number of Copies (Net press run) (See instructions on page 2)

70. Total Number of Copies (Net press run) (See instructions on page 2)

71. Total Number of Copies (Net press run) (See instructions on page 2)

72. Total Number of Copies (Net press run) (See instructions on page 2)

73. Total Number of Copies (Net press run) (See instructions on page 2)

74. Total Number of Copies (Net press run) (See instructions on page 2)

75. Total Number of Copies (Net press run) (See instructions on page 2)

76. Total Number of Copies (Net press run) (See instructions on page 2)

77. Total Number of Copies (Net press run) (See instructions on page 2)

78. Total Number of Copies (Net press run) (See instructions on page 2)

79. Total Number of Copies (Net press run) (See instructions on page 2)

80. Total Number of Copies (Net press run) (See instructions on page 2)

81. Total Number of Copies (Net press run) (See instructions on page 2)

82. Total Number of Copies (Net press run) (See instructions on page 2)

83. Total Number of Copies (Net press run) (See instructions on page 2)

84. Total Number of Copies (Net press run) (See instructions on page 2)

85. Total Number of Copies (Net press run) (See instructions on page 2)

86. Total Number of Copies (Net press run) (See instructions on page 2)

87. Total Number of Copies (Net press run) (See instructions on page 2)

88. Total Number of Copies (Net press run) (See instructions on page 2)

89. Total Number of Copies (Net press run) (See instructions on page 2)

90. Total Number of Copies (Net press run) (See instructions on page 2)

91. Total Number of Copies (Net press run) (See instructions on page 2)

92. Total Number of Copies (Net press run) (See instructions on page 2)

93. Total Number of Copies (Net press run) (See instructions on page 2)

94. Total Number of Copies (Net press run) (See instructions on page 2)

95. Total Number of Copies (Net press run) (See instructions on page 2)

96. Total Number of Copies (Net press run) (See instructions on page 2)

97. Total Number of Copies (Net press run) (See instructions on page 2)

98. Total Number of Copies (Net press run) (See instructions on page 2)

99. Total Number of Copies (Net press run) (See instructions on page 2)

100. Total Number of Copies (Net press run) (See instructions on page 2)

Letter from the Editor

by Kay Summerfield



As you will see attending the NAC's is not all sailing. There are a lot of landside activities such as trivia questions nightly and a scavenger hunt as well as the following:

Breaking the record



There was a previous record of a beer keg and 30 people on a Flying Scot. Charlie Fowler was kind enough to let us use his boat to try to break the record. Well, WE DID! We broke the record by having a beer keg and 40 people on his boat. Of

course I was advised that we could have gotten about 10 more on board but yours truly was the first to chicken out when the last person boarding jumped on and I saw water coming over the side.

Talent show

I was pleasantly surprised to find out how many talented sailors we have. There were dancers, a bagpiper, pillow dancers, a juggler, and who could forget the cowgirl singing "Cow Paddy"



Charlie Fowler look-alike contest



The contestants in the Charlie Fowler look-alike contest had a lot of fun coming up with costumes and props. There were 5 contestants vying



for the title. The big question being—Who is Charlie trying to look like?

***Looking forward to seeing you
at the Midwinter's
March 27 to April 2, 2004.***

*Photos by Jim Kransberger.
For more photos go to
www.southeastssportsphotos.com*

Brighten your sailing -- choose our
Flying Colors triradial spinnaker.
Improve your speed with your
color customized chute.



Fowler Sails, Inc.

3803 N.W. 25th Ave.
Miami, Florida 33142

Phone (305) 638-8885
Fax (305) 636-2620

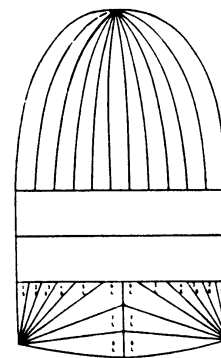
fowlsail@gate.net
www.fowler-sails.qpg.com

Making Flying Scot sails since 1974

Flying Colors JCF/3
Mainsail model JC-2

Jib model NWF-1

Contact us for prices and spinnaker color options



Charlie's Tips

by Charlie Fowler, FS 5126

Tuning Up: Rigging Failures

This year there have been a few shroud failures. They are not very often due to broken wires, but because of the swaged ends. Check the pressed on balls for cracks. A good clue is signs of rust. The rust is an indication that the ball may have a crack and not be pressed tightly into the wire anymore. When the swedge fails, the wire pulls through most of the time. The fittings on the deck at the ends of the shrouds are normally the culprits. Water runs down into the swedge and rusts expands the

fitting to form a crack. Before you start sailing this year, check your rigging. You might be happy you did.

Trailer Tips

The next time your boat is off the trailer, give it an inspection.

- Check your wheel bearing seals on the inside, which is hard to do when the boat is on the trailer. Is there any splattered grease? The wheel bearing is leaking.
- Check the springs. You can tell if they are rusting too badly.

- Do the rollers roll easily?
- Pull of the boards. Make sure they are still attached.

You can generally make your own decisions as to the road-worthiness of your trailer. If you think there is a problem, get a second opinion. Make any needed repairs.

So now that you are sure of the trailer, you can hit the road!

P.S. I lust after the aluminum trailers that Flying Scot is selling. ▲

Fall Tacktick Sale

Been putting off that decision to bring yourself into the 21st century because of the cost? Well, here is your opportunity to get a **Tacktick Micro Compass** for less than \$350.00!

If you have never sailed with a digital compass you owe it to yourself and your crew to give it a try. You will find your crew all of a sudden is in the game. Add a **Musto Compucourse**, and the race course will really come alive. Your crew can be involved in starting line bias decisions, keep track of headings upwind, etc. Give up squinting at the lines on your glass ball compass, and GO DIGITAL!

Already have a compass? Call Layline for all the rest of your Flying Scott rigging needs. Mention this ad when you place your order, and receive a **free hat**! Call for details: 800-542-5463.

Layline's promise: If you are not satisfied with the products you receive from Layline, we will replace them or issue a full refund, your choice. We have been standing behind our products and services with this promise for 17 years.



Micro Compass

T061 List \$450.00/Layline \$398.25
NOW \$348.25



Musto Compucourse
M810 Layline \$25.00

The Latest and The Best, Shipped Out Fast, 100% Guaranteed
www.layline.com / 800 - 542 - 5463

Emporium Internet

The Purchase of Flying Scot 2194

by David M. Davison, FS 2194

September 2002 marked the culmination of a 27-year desire to own a Flying Scot. This was the purchase of my third sailboat, but the first adventure in Internet facilitated buying. Flying Scot covet started in 1975, when a newly married, newly minted engineer started club racing at Deep Creek. As attractive as sailing a Scot was, the family budget dictated a Jet-14. It was acquired the old fashioned way. Fleet captain Bill Lovett made some telephone calls and found a boat via the “one design” net.

A job transfer and the joys of parenting created a 16-year hiatus in sailing until a National Guard buddy needed a crew, introduced Cave Run Lake, and rekindled the racing bug. Shopping for the second sailboat included a trip to the Scot factory, but the teenage crew wanted a small cruiser for spend-the-nights, on-board potty, and other comforts. Following the conventional wisdom of buying locally, a Hunter 22 was found through Mrs. Hook the owner of the local boat storage yard and “yacht” broker. The Hunter has had four owners and never traveled further than five miles from Cave Run Lake. After six years of enjoyment, the crew, a.k.a. daughters, went to college and it was time for a Scot.

Although the 1st mate required the Hunter’s sale and buyer’s check clearing

prior to shopping, my first approach was to buy locally. Mrs. Hook’s advice was that there were some nice boats on the Internet. Next stop was Deep Creek and another factory visit. Harry Carpenter offered some excellent advice and tips on accessing used boats. Thus began “Emporium Internet” and its world of possibilities. Two evenings of surfing fleet web sites and e-mails developed A and B lists. The FSSA maintains an excellent spreadsheet of boats for sale available upon request. My A-list consisted of: boats within a four-hour drive, five to 10-years old, and approximately half the new list price with racing rigs preferred. B-list boats were: within a day’s drive, older, pricing closer to spousal predilection, and any rig. Two more days of e-mailing ruled out many boats and saw two attractive boats sold before a weekend visit could be arranged.

By chance we combined my spouse’s National Guard duties at Ft Drum and a quick vacation and a 30-year old boat was on the way. Concerns over age and condition were dispelled when we discovered that the boat had been kept in a barn between seasons. The hull looked factory new and all bits pieces and parts were present. Price was negotiated and with a handshake, we owned Flying Scot 2194 to be picked up Saturday of Labor Day weekend. While

my wife soldiered, I shopped for new tires, wheel bearing grease, etc.

That Saturday we drove from Quebec City back to Syracuse, spent five hours frantically repacking the wheel bearings, replacing a wheel bearing and visiting the local U-haul to replace wiring harness. After resting over night, we almost made it to the Pennsylvania border when the left wheel bearing disintegrated. With the help of the friendly New York Welcome Center, we found a local wrecker company willing to transport FS-2194 to Charleston, WV. It arrived 24-hours later and for the freight we could have purchased a new boat trailer. Since Charleston Marine had a full bin of axle stubs, we’re not the first to spin a bearing. The boat spent the winter on the carport, moved to Cave Run Lake this spring, and was successfully raced April 19th.

Some reflections on purchasing a Flying Scot. It is a pleasure to purchase a one-design in current production with an active class association. The association provides leads, class design standards and structure. The factory sells new and reconditioned boats, provides technical assistance most importantly how the rig it, and is a quick source of parts.

The Internet speeds up boat buying: the adventure from initiation to hand-

Continued On Bottom of Page 8

F.Y.I.

by Larry Taggart, FS 4510

So you think that our annual North American Championship is just to determine who the best Flying Scot racer is? To determine who will win the Gordon K. Douglass Trophy? Well, if you think this you'd be right ... at least partially. It is true that our NAC attracts the top Scot racers in the country. But did you know that there are many other categories of racing achievement awarded at the NAC, as well as intangible rewards? These awards and rewards help recognize the family aspect of the Flying Scot Class.

You may already be familiar with some of the rewards: an opportunity to race against the best Flying Scot sailors and perhaps qualify for the Championship Division; renew old friendships and make new ones; enjoy the social events; learn more about rigging and tuning your boat to be more competitive; and, have an opportunity to participate in the governance of the FSSA at the Annual Meeting.

But do you know that there is a trophy for the top husband/wife (or wife/husband) team? Or another trophy for the

best family sailed boat? Do you really know all of the trophies that can be won? There are many others. These have been established over the years in recognition of the fact that while there can only be one North American Champion, we certainly can and should recognize other achievements. This is the first of a series of articles on the various trophies that are presented in conjunction with the NAC. The first is the obvious one, but look in future editions of Scots n' Water to learn more about the categories of competition in which YOU CAN BE THE BEST.

The Gordon K. Douglass Trophy is presented annually to the winner of the Championship Division who earns the title of Flying Scot North American Champion. This trophy is in memory of Flying Scot designer, builder and many times North American Champion Sandy



Douglass. Sandy designed the Flying Scot in 1957 after his other successful designs, the Highlander and the Thistle, did not seem to offer comfortable family sailing. New Flying Scots have been in constant production since 1957. The Flying Scot Sailing Association (FSSA) started almost immediately after Sandy designed the boat. Many of the guidelines that Sandy and the founders started with are still in effect. His strong direction and goals have made the class move very slowly toward change and "improvements." In 1998, the Flying Scot was awarded the high honor of being included in the American Sailing Hall of Fame. ▲

Inverness

Continued From Page 7

shake was two weeks. It allows you to quickly identify leads and balance desires with the pocket book. The sellers' sophistication varied from "I have a boat for sale" to digital pictures and detailed descriptions. If you think a boat is a cherry, others will too. My first two choices were sold within two days being posted for sale. Remember your geography – how far do you want to drive to

inspect a boat and trailer it home?

The Scot is a "trailer sailor," so remember that the boat's condition is only part of the package. Allow time to survey the boat and prepare it and the trailer for movement. Plan on replacing the wheel bearings. Make sure the lights work and meet current standards, the tie downs are adequate, and the trailer is mechanically sound. A holiday weekend is not a good time to find parts.

Before you buy, check out how you will insure the boat as insurance

underwriters are tightening their requirements. With the Hunter, my agency just transferred the policy from the seller. With FS-2194 the underwriter requested a marine survey. There is one marine surveyor in West Virginia and he does tug boats. Luckily the underwriter was satisfied with photographs and a statement of condition from Charleston Marine. With the help of the Internet, Flying Scot 2194 is back on the water. She may be mature, but she is as competitive as any boat in her fleet. ▲

Flying Scot Adventures, MIDWINTER

by Ken Johnson, FS 2981

With children, the first time you do something new it better be good or the experience is “boring” and never to be done again. Fortunately, the first regatta that my daughters and I chose to participate in was the 10th Annual Glow in the Dark Regatta. As with most sailors, the only component of a sailing regatta that really matters to kids is having fun. Fun is all encompassing, not solely the sailing part but the trip down, the food, the overnight, the people they meet, and the friends that they bring with them. I can still remember Gerry and Sunshine’s amusement with my declaration that we were ready to compete in the Glow regatta with our crew of seven – my two daughters, who each brought a friend and since they were bringing friends, I brought a couple myself.

While I can’t say that our performance in our first regatta was particularly good, it certainly didn’t bother the crew. The key was crew organization. Kids like to participate. Each daughter and friend had a specific role, line, or duty on the boat starting out with the beverage server position (beverage service certainly adds fun to my sailing experience) and promoting up to foredeck. Like all sailors, kids like to have a sense of responsibility and recognition that goes with a definite duty. No matter how large or small, their contribution should be made important. The Glow helped by having a number of different fleets in each regatta. Each fleet started at different times, so that typically we would have boats in and around us even if they were a tad behind our fleet. To kids, it’s not the quality of competition; it’s the

fun and excitement of being on the water and “in the boats”. Loud voices, yelling, or highly competitive maneuvering certainly doesn’t increase the fun of a crew with kids. Lots of food before, during and after the regatta definitely fires up the crew. Of course, the Glow is second to none in this crucial area.

To this day, the majority of our sailing regatta stories typically involve the drive to and from the regatta. For kids “the trip” is probably more important than the sailing. Since my resources were limited, I purchased a 1984 Ram van for \$600. The van can seat 14 passengers or with the removal of the back seat, can seat 8 passengers with a nice sleeping area. It has been almost 10 years - the van still runs, although it spends a considerable time parked in a field between excursions. An old worn out vehicle serves the purpose of making the trip fun. It doesn’t help to stress the crew out on the way to the regatta by having and enforcing vehicle rules. You need to arrive at the regatta in a party spirit.

As my kids grew older and became teenagers, the addition of friends became a natural necessity. Living arrangements on regattas had to be organized such that the teenagers were in one tent or room and any adults in another. In addition, my daughters soon became more interested in having male friends on the crew rather than just their girlfriends. To accommodate the new crew demographics, I asked long-time friends and sailors (who race a J30), Jack and Cissy Yoes, to join us in a few Flying Scot regattas. Jack and Cissy had two sons that sailed and were similar in ages to my daughters. In addition, Jack sails to win in his J30.

I was proud that my 1977 boat still sailed well with its original equipment - sails, lines, and gear. Jack made it clear that if he was going to be part of a five-person crew on a Flying Scot it wasn’t going to be with the original equipment. The old sails were upgraded. The lines were replaced. The cracked center-board, which nicely ballooned on down-wind legs, was replaced. Removal of drag parasites entered our vocabulary.

The 2000 regatta was one of my favorites. A couple of the crew had never been to the ocean before. They informed Jack that oysters were similar to chicken, which resulted in four days of oysters, shrimp, and all the seafood that Jack could find and cook. The sailing was fantastic. On the return, the University of Wisconsin Men’s basketball team was in the NCAA finals in Indianapolis, right on the way back from Panama City. I had all the teenagers inform their parents that we were no longer coming back on Friday night but that we were coming back on Sunday after watching the NCAA finals. We were the only Badger tailgaters with a boat and a Badger flag on a Flying Scot mast in the RCA dome parking lot.

At the Midwinters this year my crew started to shrink. My oldest daughter is in college and couldn’t make the trip. My youngest daughter was bringing friends but felt that they would have a much better time partying in Panama Beach then sailing in the regatta (but they didn’t want to miss the trip). Jack was gone on business. Fortunately, I

Continued On Page 10

Midwinter

Continued From Page 9

was able to recruit a new crew – my girlfriend Susan, her 8-year-old daughter Mikki, and my two nephews 10-year-old Kyle and 12-year-old Charlie. Susan has a desire to sail competitively. Mikki had sailed with me previously as a beverage-server-in-training and was ready to make the move to master beverage-server. Kyle hadn't been sailing but was enthusiastically willing to become Susan's foredeck assistant. Charlie had sailed with me in the Midwest regatta in Lake Delavan – it was a drifter regatta but he certainly learned how to go to the bathroom on the boat and was ready to move from master beverage-server to crew. Everyone knew their lines, their responsibilities, and proper placement of beverages and food.

The crew and boat were ready for the 2003 Midwinters. The trip down was uneventful. We arrived on Monday to superb Florida sailing weather and

ready to race. In most of the races we were in the boats-at the marks and at the finish. Beverage service and crew performance was optimal. Unfortunately, van performance was less than optimal-brake and fuel pump problems caused a van breakdown. With the help of a club member who owned a car store and the teenagers (while they partied at night in Panama Beach, they were available in the later part of the day for van maintenance) the van was repaired without missing a race. On day three the wind had increased while we sailed to the start line and the crew spirits were wet. Rather than put a wet end to a fantastic regatta we decided to retire early, only stopping at the gybe mark of the championship fleet to watch some excellent sail handling.

The story could end, instead it gets better. Typically we always attend regatta award ceremonies. I have matching crew shirts for the event and the crew gets to meet the best Flying Scot sailors.

The Midwinter is especially good since they serve a wonderful meal at the ceremony. While we didn't have food fights at our table (it was close), the crew was rewarded by winning the Alan Douglas trophy for best sportsman performance at the regatta. The crew was pleased and excited-a great send off for the trip back. Hopefully, this will provide encouragement for the crew to return to next year's regatta.

The various crews may or may not be coming back for another year of sailing but we never would have gotten started without the help of Gerry and Sunshine at those first Glows. All my crewmembers appreciated the fun and spirit the Glow in the Dark regattas brought to sailing (there are more than a few Glow magnets and memorabilia in Stoughton High School lockers). My various crew thanks Gerry, Sunshine and all the other Flying Scot sailors and clubs that have helped make regattas fun for the whole family. ▲



The Carbo Ratchamatic lets you trim and ease freely in both directions like a non ratcheting block, but automatically engages the ratchet when loads increase.

Lightly-loaded sheets release like greased lightning and asymmetrical spinnakers free instantly for fast jibes. With a twist of an Allen wrench, you can customize the Ratchamatic engagement to suite your own strength and sailing style.

Allen wrench

easily adjusts

ratchet load

engagement

LIGHTWEIGHT MUSCLE

Did you know, Carbo AirBlocks® significantly outperform stainless reinforced plastic blocks. A wowing 30% lighter, with a 60% higher working load than classic blocks of the same size.

HARKEN®

1251 E. Wisconsin Avenue, Pewaukee, WI 53072, Tel: 262-691-3320, Email: harken@harken.com, Web: www.harken.com

How the TIGHT RIG Came About

by Graham Hall, FS 4945

In the fall of 1997 I was offered a Thistle to sail in a local regatta. Someone thought I might be interested in switching classes—silly them! But I had raced Thistles years ago and so I thought it might be fun. NOT! I was very sore afterwards and I didn't do well.

But the interesting thing I learned is how tight the Thistles set up their rigs. They use the trailer winch and a high field lever to spring the stays bowstring tight. I got to thinking how strange it was for the same designer—Sandy—to have two boats rigged so differently. So I decided to do some experimentation on the Scot. I Rube Goldberged a way to tighten the rig using my 12:1 vang purchase using a separate line up through the deck at the bow. This worked well and I could adjust the tightness between races. I got a Loos tension gauge like all the Thistles, and I found I could top 400 pounds on the head stay if I wanted too. (Watch out—the mast column starts to buckle at this point.)

A normal loose rig jib proved to be plenty slow, however, because of the sag cut in the luff. When you tighten and therefore straighten the luff wire, and remove the sag, the sail becomes distorted. Additionally, the sail rotates toward the bow and the leech follows—reducing overlap—also slow.

I called my sail maker, Greg Fisher at North. We discussed the problems and he agreed to design and cut a sail with a straight luff and a larger leech roach. He left the loose rig curve penciled in on

the luff so that we could re-cut the sail later if necessary.

The *Irish Rover* was on her way to a couple of regattas in the Florida district, so we tried out the new jib for the first time on a little lake outside Orlando. I came off the line near the leeward end in light air and I suddenly realized I had a lot of power up front. The bow was pulled down and we had a noticeable lee helm. I had trouble pointing with the fleet especially if I streamed that windward telltale. But we were going very fast. I felt I had to come up to keep with the fleet, which was lifting out on my hip. So I gave up on a bit of speed and matched the angle of the boys behind my left shoulder. The jib collapsed back about 3 inches and I couldn't look at it. But I kept the bow up where I felt she belongs—or at least where it used to belong. I waited for the inevitable slowing, the loss of speed that signals pinching. Oh boy, I thought—this dog ain't going to hunt....

But our speed was good. *The Rover* was knifing through the chop toward the far shore like she was the log flume ride at Disney World. We tacked and motored over the Sunshine boys into first around the mark. Still had lee helm—still carried a big luff in the jib—but we were fast.

Then I experimented with the mast rake. I felt I could lay the stick back and balance out the helm. Maybe have my

cake and eat it too. But we developed the slows off the breeze, and she never felt well all around. And all the while I was drilling holes in my chain plates to vary the rake and get it right. This is not necessary: so don't do like I did. I've had to fill my holes and now I've gone with the raking tang kit developed by my buddy Dave Batchelor down at Layline.



They explain everything. Eventually I settled back to the standard rake (close to 28°) after about a year of experimentation.

The big roach available on a tight rig jib is very sensitive to trim. Because I often sail with inexperienced crew, I felt I had to be able to see the leech of the jib from the helm position, to be able to instruct the crew on the proper trim,

Continued On Page 12

Tight Rig

Continued From Page 13

most importantly up to near the batten, I laid out a maxi-window for the main, and again Greg obliged, and at the 1998 Midwinter championships, my crew and I could view the entire vertical shape of the leech from the weather rail. An added bonus is the stationary position of the leeward shroud because of the tight rig. The angle, position, and closeness of the jib leech to shroud are now a wonderful tool for exact and repeatable trim. A must for a new crew! The finishes of the *Irish Rover* at the Midwinter's were as good as she ever had, and we felt we were just as fast, if not faster than we had ever been against the top competition.

The next year I ordered another jib with an even bigger roach. I described to

Greg the Biggest Available Mother of All roaches he could make—the BAMA ROACH jib! We took this one to the NAC's in Carlyle in 1998 and came in second, equaling out best finish in this event. 1998 was a tight rig year for he *Irish Rover*, as she placed first in 10 out of 12 events. (Now, the BAMA ROACH is extinct, as they have instituted and upper girth measurement on the job—if you have one from the early days it is, however, still a legal “grandfather.”)

A couple of unforeseen benefits to the tight rig became obvious. First is how pleasant the boat is to sail in light and sloppy conditions—like a 4th of July motorboat weekend on the lake. Instead of banging all over the place, the mast and sails stay quiet, and the crew does not have to push on the boom. The natural rocking action of the waves transfers to the rig and I think you can get

forward pressure.

Second, the view through the BAMA window downwind is exciting. For the first time I could see the leech of the spinnaker, and the triple slot with the jib up. This helps you reaching and running speed as you and your crew fine-tune the trim. You can even drop the jib in the very light stuff without altering rake.

2003 will be an exciting year for Fleet 72 here at the New York Maritime College. Besides our annual Scot invitational, the Bronx North American Championships on May 10th, the college will be hosting the Collegiate Sloop Championships in Scots in November. This will mark the 30th anniversary of the Maritime Privateers winning this event, with Gary Jobson on the boat in 1973. Personally this is my 20th year in Scots, having “seen the light” in 1983. Hallelujah Brother! ▲

Acrylic covers last “Twice as Long”?... Twice as long as what?

6 STYLES:

MOORING FROM \$437

FULL DECK OVER THE BOOM
(PICTURED)

TRAILING/MOORING FROM \$381

FULL DECK COVER FOR TRAILING &/OR
FITS WITH MAST UP

SKIRTED FROM \$495

BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM \$276

BOOM TENT THAT COVERS FROM MAST
OF TRANSOM

BOTTOM COVER \$354

SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

RUDDER COVER:

FLANNEL LINED \$51
FOAM PADDED \$66

Here are the simple facts:

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.

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three *light* colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you're ready for a new boat cover, choose the *quality standard* of the industry...a cover by **The Sailors' Tailor**.



INVEST IN THE BEST!

VISA/MC ORDERS CALL
SANDY: (937) 862-7781



The Sailors' Tailor

1480-ss West Spring Valley-Point Road, Spring Valley, OH 45370
www.beanbag.com

Keeping Fleet 16 SHIP SHAPE

by John Gallagher, FS 4945

Most boat owners have their hands full keeping just one boat in top condition. But Alan Minsterman, the long-time head of maintenance for Fleet 16 at the Detroit Yacht Club, must keep 13 Flying Scots ship-shape for a sailing season that runs from early April through the end of October. The Scot program at the DYC includes a novice class with some 50 to 60 students; a very active racing program; and pleasure sailing by DYC members and guests. In recent years Fleet 16 has also hosted major events like the Mallory Cup and the Sears Cup using our club boats.

Keeping the club's Scot fleet afloat is a demanding role and strictly a labor of love, since Alan, like all DYC Flying Scot committee members, are volunteers. An automotive engineer by day, Alan lives parts of each summer on the cabin cruiser that he and his wife, Linda, berth just a short walk from the DYC's Scot dock. Alan has twice been awarded the DYC's Paul Lee Trophy for outstanding contributions to the Flying Scot program.

We started our interview by asking Alan how taking care of 13 club-owned boats differs from taking care of one boat.

It's the magnitude. For one boat you'll have one or two lines to do, then you multiply by 13. It is more cost effective to make some of our own equipment such as cranks, boom crutches, bow painters, stern lines with clips, etc. I use down time (off season, evenings, etc.) to batch job this kind of work. Normally I make 50 winch cranks at a time (normally we lose 20-30 per year), and as needed, 9 to 12 boom crutches, 10 to 20 stern lines, and every 3 years new bow painters for the all boats—it's got to look nice.

What's the busiest time of your season?

The busiest time of the season is actually preparing for the major regattas because we're trying to get all the boats up to equal speed. Racing really stresses the boat. You'll accumulate a lot of wear during the season, but it's the racing that really takes them to the edge, and if anything's going to break, that's when they break. We do a lot of work trying to prevent that. If somebody's going to lose a race, you don't it to be because of maintenance.



Alan Minsterman

How about launching the fleet in the spring and hauling the boats out in the fall?

Launch and haul-out of 13 boats is organized chaos. You go from one minute of hoping someone shows up to help to having twenty to thirty people showing up all at once, rushing to get it done quickly so they can go inside and get warm. It's normally windy, wet and cold—sometimes snowing. Preparation and organization is key for a successful and quick event. Have tools and supplies prepared ahead of time, storage locations prepared, etc. Get everyone organized into little workgroups; anyone standing around is put to some task. Sometimes it's like running around to keep all the plates spinning on the sticks. We number all the boats, boom, masts, rudders, tillers and centerboards to help keep things organized. There are

always slight variations on how things fit together, so it makes it easier when we launch the boats. It also prevents swapping of parts over the season between boats to improve any one boat.

Is there any work you have to farm out?

We haven't been doing our fiberglass. There's some art and craft to that. It also takes more time. Our time periods are normally a little bit everyday, because we're all working and we all have other jobs to do. And we don't get normally a lot of time at one time to do a project like that, so we farm that out. Other than that, we pretty much do everything ourselves.

And what breaks most often?

It runs in spurts. We used to have a lot of problems with the goosenecks and the booms, and we found out that people were standing on them to fix their topping lift and things like that. And once we started keeping them from doing that, that problem has gone away. We used to have a lot of loose gudgeons on the rudders, from sculling the boats. We try to discourage that. We do have some sheaves and a mechanism in the centerboard assembly that turns 360 degrees, and that wears pretty constantly and pretty evenly on all the boats.

How do you work with the club sailors who use these boats?

Just like an airline pilot will go out and check his plane, we try to tell people to do that with the boats. And actually you can get trained pretty quick to watch for things—frayed steel lines or loose screws. After awhile you notice that stuff, but you do have to condition yourself to watch for it, because a lot of the times it's just, let's get in the boat and go. So we try to train skippers and crew

Continued On Page 14

Ship Shape

Continued From Page 13

to keep an eye on their equipment, looking for frays, burs, loose hardware and fittings, etc. It is in their best interest and having many eyes helps the job of maintenance. If they see something that needs attention, they write it down on the repair board. Some people don't know how to take care of their boats, others may treat them as rental equipment – it's not the same as if it were your own. You try to set examples and expectations the best you can. Since it is all volunteer work, we try to make it a social event as well as a work detail.

What's your annual budget for maintenance?

About \$2,500 to \$3,000 a year for spare parts. Now, if we have a major regatta, we usually get some outside funding and then we pretty up the boats. We'll spend extra money to put on fresh lines. We try to get the boats tweaked up all the same. We can spend another \$5,000 to \$6,000 on that. I think I spent \$10,000 for the Mallory Cup, and that was additional funding from outside.

Remember, most WEAR comes during our training program, 60 novices sailing 6 to 10 hours a week. Most of the TEAR comes from the stress on the boats dur-

ing competitive racing, where the boats are sometimes sailed to their envelope. That is the time you have the most probable breakdowns. And when one boat has a concern, other boats may be getting ready to experience the same.

We maintain an inventory of parts in anticipation of needs. It would be very time consuming to be running for parts every time something was needed. Stock is normally determined on historical usage needs, which sheaves and springs wear out periodically, and we try to have at least one of everything for the exception. And of course there are always the items that just get lost (go plunk into the water) - winch cranks, battens, safety rings and cotter pins, blocks, etc.

I know you use a checklist to go over all the boats. Where did you get your checklist?

It's something I developed. I get volunteers who are not mechanically inclined at all. So it's kind of a training tool, but it's also an opportunity make sure you're pretty thorough. And then you've got some documentation. If you try to keep track of 13 boats, it's pretty difficult. We'll normally go through all the boats, check out the scope of the work that needs to be done, and prioritize it. It adds up. Even on a small boat, we have

about 100 items on there. Now some are pretty simple, but you have to be specific. You say check that block, well, what are you checking? You want to make sure that the springs work, that the rings aren't deformed, the mounting screws. So the checklist helps force the discipline of what to really check.

You've repaired Flying Scots now hundreds of times over the years. Is there anything about the design of the boat that you'd change?

We talk to the manufacturer, Harry Carpenter, about some things. One of the things was the mounting of the blocks for the jib sheets. There didn't used to be backed. They used to put the screws right into the fiberglass. So sometimes I'd have to cut away Styrofoam flotation to put a wooden block in there to get some backing for the screws. There's always more to learn. These boats are about 45 years old in the design and they're still making tweaks in the design. Harry just came up with a little thing called a boom vang fuse that we use, and it's just a little piece of steel line in the vang assembly that breaks at 110 pounds of pressure. And ever since we've done that we haven't bent or broken or snapped any booms, where we use to snap them or bend them once or twice a year. ▲

☐ MasterHelper \$129.95 ea. ____ Qty.

Innovative Flying Scot Mast Stepping device. It takes the work out of Stepping the Flying Scot mast. Allows young, old, short or tall to step the Flying Scot mast in under 15 minutes with one person.

Yours for \$129.95 + (S&H \$15 ea.)

These make
GREAT GIFTS
for any Occasion

Call Today
212-337-3446



Total Amount (Add S&H) \$ _____
Ship to Address & Phone: _____

Clip this ad and Mail to: Flying Scot Racing, Attn: Dan Neff • 349 Ward Ave. • South Amboy, NJ 08879

☐ Flying Scot Calendar \$12.95 ea. ____ Qty.

NOW AVAILABLE
2004 CALENDAR YEAR

Flying Scot Racing is excited to bring you for the 2nd year a 12 month full color wall calendar that is filled with information from upcoming regattas to tips and tricks that will make you go FAST. Yours for \$12.95 + (S&H \$3 for the 1st and .50 for ea. additional)

ORDER ONLINE AND
RECEIVE YOUR ORDER
FASTER



JANUARY						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Visit us on the web at www.flyingscotracing.com and order your Calendar and MasterHelper today!
email: fs2929@aol.com, or Call 212-337-3446.

Flying Scot® and the Flying Scot logo are registered trademarks of Flying Scot, Inc.

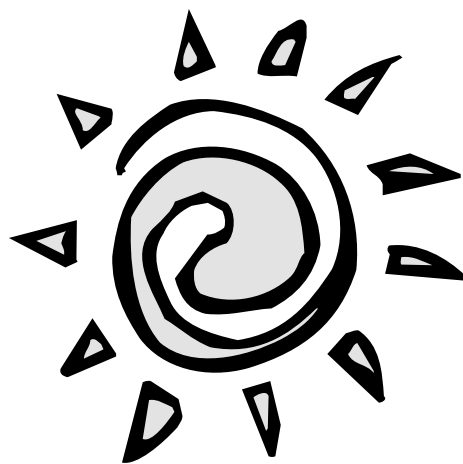
SPRING FUN in the Southern Sun

by Bill Dunham, FS 2601

The southern experience for 2003 began with a trip to Fort Walton for the annual midwinter's warm up. Upon arriving we were met by welcoming hosts, plenty of sunshine and winds in the 12-16 knot range. While there were not as many boats as the hosts had hoped for, the competition was good and the race committee was excellent. The races, per the request of past racers in this event, were relatively short. The result was five starts on Saturday and another two starts on Sunday. Additionally, the race committee deserves credit for doing a fine job in managing the races in winds that were consistent in speed but not always in direction. Ryan Malmgren from Wisconsin, who sailed consistently well throughout the seven races, won the regatta. Harry Carpenter earned second place, winning five of the races in the regatta. David Osler rounded out the medalists taking third place. Everyone enjoyed the event and the venue. I would strongly recommend this event to other sailors next year as the Fort Walton Yacht Club is determined to make the regatta a success.

The next step in the two-regatta tour brought us to St. Andrews Bay Yacht Club and the Midwinter Championships. The regatta was well attended, drawing 58 boats from all over the country. There were 31 boats in the championship fleet and 27 in the challenger division. Additionally, the weather was again excellent, although that opinion might be a bit different if it were provided by the skippers of some of the heavier boats in the competition. It was warm, sunny, and the winds were uncharacteristically light

for the majority of the races. Kelly Gough, who won both races, won the first day of competition in the championship fleet. The courses required good boat speed, but also forced competitors to adjust to constant changes in wind velocity and in wind direction. Starling Gunn and Greta Mittman who both finished the day with a 2nd and a 3rd, placing them just ahead



of race one winner Rick Banning and second race winner Ed Summerfield, headed the challenger fleet.

Day 2 brought even lighter winds. That factor coupled with significant, if occasionally brief, lifts and headers made many a racer comment that it seemed more like lake sailing than typical midwinter conditions. Marcus Eagan, who won both, including the third race by a large margin, controlled the championship races. Kelly Gough dropped to second with an 8th place finish in the third race before rebounding to earn a

2nd in the fourth race. The challenger fleet also had to figure out the inconsistent winds. Starling Gunn extended his lead winning both the 3rd and 4th races, with Ed Summerfield and Dick Schultz each placing 2nd in one of the races.

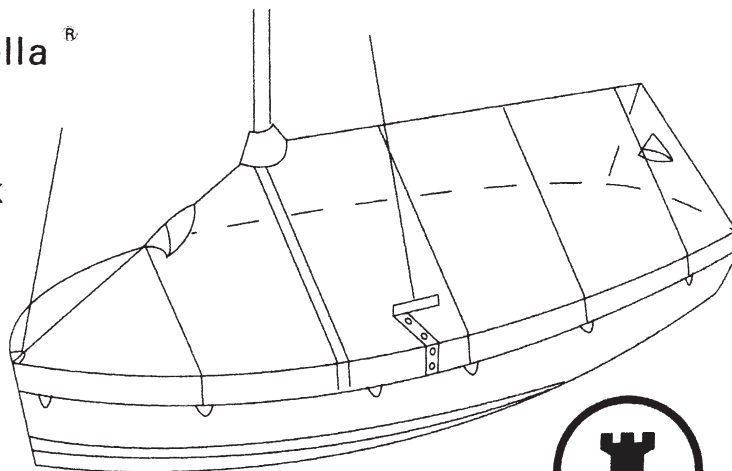
The 3rd and final day of racing began with the promise of more wind, and indeed there was. However, in addition to increased wind, not up to the winds of midwinter's past but a dramatic increase from the first two days of racing, one had to be attentive to the shifts that frequently occurred. In the championship fleet Kelly and Marcus split the races, each finishing with one 1st and one 2nd. Scott Mauney, who produced consistent results throughout the regatta, solidified his grasp on 3rd place with two 3rd place finishes. The challenger fleet was won by Starling Gunn who battled through the wind to earn a 9th place finish in the gusty 5th race and a 2nd when the winds eased a bit in the final race. Those races, won by Ed Summerfield and Frank Richards, were quite a contrast to the conditions that had dominated the first four races. The race committee did a great job of keeping up with the changing conditions and deserves to be commended. The St. Andrews' Bay Yacht club was an excellent host and the awards banquet dinner was outstanding. I strongly encourage everyone who can to come join the fun next year at both Fort Walton and Panama City, as everyone who attended, whether a medalist or not, leaves feeling that they are winners and that they have faced excellent competition while honing their skills for the summer. ☀

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella[®]
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

Cover has a tent-like fit
 Delrin zippers with flap
 Velcro enclosures for stays
 Hooded mesh vents
 Loops along hem for tie-down
 Hidden seams for UV resistance
 Heat cut edges will not fray
 Flat covers also available



ROOKE SAILS

1744 Prescott
 Memphis, TN 38111
 (901)744-8500
www.rookesails.com

Options

UV proof Goretex thread
 Drawstring/shockcord in hem
 Sail # installation
 Custom multi-color panels/trim

Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522

Finally a Great One Design Sail Loft...

Gus Sails, Dominant in the Flying Scot Class!

Gus Sails Winners List:

2003 NAC's 1st, 2nd, and 3rd Overall
 2003 NAC's Qualifier Series, 1st and 3rd Overall
 2003 Junior NAC's 1st and 2nd Overall
 2003 Wife/Husband Nat'ls 1st, 2nd, 3rd, 4th, 5th and 6th
 2003 Great 48 1st Overall
 2002 Open House 1st and 3rd Overall
 2002 NAC's 1st and 4th Overall
 2002 MidWinter's 1st Challenger Division
...and more!

Congrats to Bill Draheim, Marcus Eagan, Andrew Eagan,
 Natalie Mauney, Scott Mauney, Harry Carpenter, Richard
 Wade and Red Dog Jones for their fine victories!

Gus Sails was glad to be on board.



Photograph by Jim Kransberger of PhotoReflect.com

*A Better Sail and
 A Better Price!* **WOW!**

1830 Interstate 30 • Rockwall, TX 75087
 Phone 972-998-5313
 e-mail gussails@aol.com
 Contact: Bill Draheim

The Mug Race

by Nancy Fowler, FS 5126

The Mug Race is a 40-mile race on the St. John's River from Palatka to Jacksonville, Florida. It has been sponsored by the Palatka Yacht Club and the Rudder Club of Jacksonville for the last 50 years. Festivities begin with a seminar and supper at Palatka on Friday evening. Skippers and crews, leaving their boats ready for an early Saturday start, ride shuttle busses back to the Rudder Club. They will board the busses again in the predawn darkness to be on time for a staggered reverse order start. The slow-

est boats start first; Flying Scots have a PHRF rating of 112 for this event. The excitement comes at the finish when you know that you have beaten all the boats behind you.

Winds for the Mug Race can range from very light to pretty heavy, and the curves in the river provide plenty of variety for sail trimmers. It's best also to have a current chart for navigation, as there are shallows to be avoided.

After the races, a crew of mini-trailers waits at the launching area to return boats on trailers to their parking spots. It

is quite an efficient operation. Good food is served to the hungry in the clubhouse, where next morning breakfast and trophies are the order of the day. Katelyn's account of her experience follows. ▲

(Note: These girls range in age from about 14 to 10 years. I think Katelyn is the eldest. We were all very proud of the girls' performance. There accomplishment is noteworthy and we congratulate them again. NWF)

The Race of the Year

by Katelyn Bobek, FS 5082

It was the morning of my first Mug Race and the "All Girl" challenge. Our crew consisted of Wendy Hoffman, Lauren Bobek, and me, Katelyn Bobek. Our boat was a late model Flying Scot loaned to us by Mr. Relle Lyman. We all knew the boat well from previous experience sailing. A week earlier we had brushed up on our spinnaker tactics with the help of John Hamilton. We were ready to rock and roll!!

Coming up to the starting line I was amazed at the number of boats there. With boats of all different sizes, it was a full time job avoiding collisions, staying on course and keeping momentum.

Bang! The gun sounded and our class began. At first the wind was light. The sun blazed and we attempted our first spinnaker set. We rounded the bend and was promising cat paws ahead of us. As we reached them, the wind started to build until we were high flying. Up on the high side hiking out was a real thrill.

A very long thrill at that! After twelve hours on the water, we had great satisfaction in rounding that giant beer mug and waving to the cars on the bridge as we headed in. We docked and went into the clubhouse with a sense of accomplishment and hunger.

The next morning was the Award Breakfast, cooked by the Junior sailors. We were recognized as first "All Girl Crew" in the race and fourth in the Flying Scot class. Sometimes, when I look at the trophy, the memories flow as freely as the St. John's River. ▲

SAILBOATCOVERS.COM

"The Ultimate Foul Weather Gear For Your Sailboat"

All top covers have the following specifications:

- 9 ounces per square yard.
- A two-ply polyester duck double coated with a pigmented vinyl resin on the topside. The underside is coated with a durable water resistant finish.
- Remains flexible in all climates.
- 24 colors to choose from! Color will not rub off.
- Resistant to mildew, abrasions, water penetration and ultraviolet rays.
- Won't crack, peel or harden.
- New covers are backed by a 3 year limited warranty.



601 E. Walnut, Garland, TX 75040 • Phone: 214-341-6243

FLYING SCOT®

Free Ways to Order... Phone: 800-864-7208
Fax: 888-442-4943 or E-mail: info@flyingscot.com

Free UPS Ground Shipping... on orders over \$100 net and under 20 lbs. and under 50" in length.

Competitive Low Prices... on many items from Harken, Ronstan, and others that sailors like most. Support your builder by ordering what you need for your Scot from the people who know it best, and feel good about the price you are paying.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Flying Scot for everyone – from daysailer to national champ. Order your new Flying Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment – trade it for a new one!

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.

\$2.00

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.

\$59.50

Clip to hold extension to tiller.

\$2.60

Spinnaker Pole...

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

\$198.00

Carbon Fiber Spinnaker Pole...

Tapered carbon fiber pole with light weight RWO pole ends and center ring attached.

\$245.00

Flying Scot® Embroidered Shirts & Caps...

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

\$49.90

Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL

\$32.00

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

\$9.00

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

\$11.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All

\$9.00

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.

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.

\$130.00

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.

\$56.80

Replacement bag only.

\$41.70

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.)

\$51.40

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...

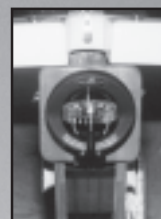
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$79.00

Plastimo Contest Tactical Compass & Mount...

3 5/8" card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete.

\$230.00



Tacktick Micro Compass & Mount...

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

\$425.00

Stainless Steel Mast Sleeve...

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

\$144.80



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.

\$85.00

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 **\$114.00**
Grab Rail **\$22.00**



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.

\$150.00

Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550

Phone 301-334-4848 or Toll Free 800-864-7208

FAX 301-334-8324 or Toll Free 888-442-4943

Monday-Friday, 8am-4pm and Saturday, 9am-11am

**Visit our Web Site at
www.flyingscot.com
for a Complete Parts List!!!**

Personality Profile

HANK SYKES

by Dan Goldberg, FS 4991

Author's note: Our great looking Web Site was redesigned by Hank Sykes, who was recently appointed to the position of FSSA Web Page Editor. This new position was created in recognition of the importance of our web site. Hanks' efforts were recognized last year when he was awarded the FSSA Executive Secretary's Trophy, for meritorious service to the Class. All of Hank's work is on a volunteer basis.

Hank, now retired, lives in New Haven, CT, with his wife of forty years Judy. They have two children and four grandchildren, and they all sail to some extent.

To better acquaint our membership with Hank and his efforts, I recently interviewed Hank. The following are my questions and his answers:

Q: Who did you work for and what did you do in the "real world"?

A: Other than the US Army, my only post-college employer was IBM. I joined Big Blue in 1965, and retired in 2001 after 35 plus years. First hired as a programmer, my jobs with IBM covered almost every gamut except sales. The last four years were spent working on the Olympics when IBM provided all the computer support. While involved with the Olympics, I had great experiences in Nagano, Japan, and Sydney, Australia, with several detours to Auckland for the 2000 America's Cup.

Q: How long have you had a Scot?

A: Eighteen years.

Q: Where do you sail it?

A: Primarily the Cape Cod area these days, but often Long Island Sound.



Q: What is your favorite regatta?

A: Although there are numerous regattas I look forward to attending, the Saratoga Invitational in New York ranks high. As I missed Saratoga this year, I'd have to give a top nod for recent regattas to Lake Massapoag in Massachusetts.

Q: Have you ever been to MidWinters?

A: A timely question, as this past March I towed Toccata to Panama City for my first Mid-Winters. That was a terrific experience.

Q: How did you get involved in the FSSA web site?

A: When first involved I was doing web sites for IBM. The FSSA site was languishing a bit and I thought I could lend a hand. Since retiring, it has been a way to keep my brain from atrophying!

Q: You have spent a LOT of time on creating the new web site, all on a volunteer basis, for which we are all very grateful. What was your motivation?

A: I have met many of the fine people in the Flying Scot community. Keeping us vital and growing is well worth the effort. Having a solid presence on the Internet is a modern necessity, and one where I could make a difference.

Q: We can now renew FSSA membership on-line. What other new features do you anticipate in the next year or so?

A: The list could be long. With online membership underway, the next challenge is to revamp the web site forum. The forum is the most active part of the web site. There is a wealth of information posted through the questions and responses from potential, new and experienced Scot sailors. The forum topics range all over. A better organization of the forum will make the good information there more readily available.

Q: How closely do you work with the FSSA staff?

A: On the average, weekly. The principal person I interact with is Courtney Cantrell. She has become very savvy in web matters, and does most of the regular editing. Although she is not a staff member, Kay Summerfield, our new *Scots n' Water* editor, and I communicate regularly.

Q: What thoughts would you like to share with the FSSA membership?

A: We are all in the FSSA together. I have been very impressed by the amount of time volunteered by our colleagues to make the FSSA vibrant. I suppose seeing others pitch in is a major reason I do the web work. I encourage all FSSA members to find their way to help us keep the FSSA on the top.

Q: Thanks, Hank, for providing the answers to my questions. I believe that, compared to other one-design sailing web sites, ours is clearly superior in look and function. Thanks for all your efforts!

A: My pleasure! 🚢

SCHURR SAILS

PENSACOLA

www.schurrsails.com

Design

The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

Fabrication

Schurr Sails uses its proven construction techniques on each sail it manufactures. Combined this with the highest quality materials available on the market today, and this makes for an award winning consistent design each time.

Service

Schurr Sails is proud to be part of the Flying Scot Association. We guarantee to continue to provide each member with individual attention as our way of supporting its continual growth.



Excellence in Design, Fabrication & Service

Whether your Cruising the Open waters or Racing around the bouys Schurr Sails has the equipment you need to get you there safely and quickly.

For the Cruiser looking for quality, durability, reliability, and service we have selected the finest cloth available, and combined it with our proven construction techniques to give you what you are looking for.

Mainsails starting at \$710 and Jibs at \$300.

For the Racer, we have taken the same quality, durability, reliability, and service and selected the finest cloth available. We have taken our 50 plus years of experience of development and created the fastest sails available, yes they are still remarkably easy to set and trim.

Mainsails starting at \$710, Jibs \$300, and Crosscut Spinnaker at \$398.

We also have available a Triradial or Biradial Spinnaker for \$510

For more information call Steve Bellows, your friendly Flying Scot Sailmaker

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. 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 • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

FS 1011 – Lofland built in 1966. White deck, orange hull. Main, jib, spinnaker pole, anchor, mooring cover. Sailcraft trailer with new tires. Garaged. Fresh water sailed. **\$2900** Located in Scottsdale (Phoenix area), AZ. Contact Myrra or Randall Johnson at myrrajo@aol.com, (480) 946-1180.

FS 1166 – Douglass built in 1967. Completely refurbished with new racing scot hardware, lines, paint, two sets of sails, spinnaker & galvanized trailer. Many options & extra parts. **\$4800 obo.** Located in Charlotte, NC. Contact Bill Cullen at ((704) 588-4372, besea1@earthlink.net

FS 1623 – Douglass built in 1969. Good sailing condition, sound hull. Sterling trailer. **\$2000.** Located Smith Mountain Lake, Southwest Virginia. Contact Richard Ungerer at (540) 721-3769, raucwp@charter.net.

FS 1650 – Lofland built in 1969. Good working condition, new mast and rudder. Newer 3 horse Johnson motor. 1 set sails plus spinnaker. Sterling trailer, blue boat cover. **\$2600 obo.** Located in Minnesota. Contact John Seabury, (507) 647-4160.

FS 2022 – Douglass built in 1971. White deck, red hull, two suits main and jib, one spinnaker and pole, bow floatation, masthead floatation, transom drains, compass, paddle, swim ladder, boom tent cover, sterling painted trailer, tongue jack. **\$2800.** Located in NJ. Contact Robert Rung at (973) 398-4948.

FS 2196 – Customflex built in 1972. Hodd main, jib, plus older set. North spinnaker. Bow, mast-head floatation. Stainless mast sleeve. Swim ladder, handle. Cunningham. 40" Ronstan tiller extension. White deck, orange hull. Generic trailer, tongue jack. Excellent working condition. Sound hull. Dry-sailed. **\$2000**

obo. Located in Kansas City, MO. Contact Robert Conklin at ((913) 362-1603, rsconklin@dstsystems.com.

FS 2664 – Customflex built in 1975. Great condition, has been sailed on Kerr Lake for 18 years where it is stored. Hull is yellow and white with red stripes. 2 sets of sails, 1 new. Trailer. Anchor, jackets, ready to sell. **\$3000.** Located in Chapel Hill, NC. Contact Shepard, (919) 929-6088, jgshepard2@aol.com.

FS 2677 – Douglass built in 1975. Stored 10yrs. Light Blue hull. Excellent drop axel trailer with 14" tires, spare. Updated with all legal go-fast hardware. Motor mount, airbag, transom port, full boat cover. Two sets sails. One set North, in excellent condition. **\$3300.** Located in Chattanooga, TN. Contact Glen Myrick at (423) 622-7469.

FS 2687 – Customflex built in 1975. All hardware including main and jib. Mooring cover. Pamco Trailer with spare. Dry sailed for lost 20 years. No soft spots. **\$2200** Located in Decatur, IL. Contact Herb Dakin at (217) 428-8104.

FS 3014 – Douglass built in 1977. White, good shape, needs varnish. New main and jib (and old set) with bags. Whisker pole, motor mount and old Johnson 2.5 trailer needs wiring. **\$4200.** Located in Cape May, NJ. Contact John Magee at (202) 775-8671.

FS 3114 – Douglass built in 1977. Actively raced, dry sailed only. Galv. trailer, full racing equipped. Blue hull, white stripe, white deck (as seen on the cover of Scots 'n Water). Extra sails, if needed. Asking **\$4500**, possible delivery. Located in Sayville, Long Island, NY. Contact Joe Van Denburg at (631) 447-7987, jkv203@aol.com.

FS 3492 – Douglass built in 1980. Very good condition, white hull, light blue deck, multi-blue pin striping. One set of sails. Whisker pole, lifting bridle, 1/2HP Seagull motor, paddle, anchor, misc. Sterling trailer. Fresh water sailed. **\$4800** or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

FS 3928 – Douglass built in 1984. Ivory hull, red trim. 2 suits sails, North, Schurr: 1 Spinnaker. Trailer, boom cover, anchor, lifting bridle. Clean hull, well cared for, much beloved boat. **\$4450.** Located in Southern NH. Contact Jack Murphy at (603) 924-7482, jomurf@jockmo.mv.com.

FS 4324 – Douglass built in 1987. Silver hull, off-white deck and red trim. Schurr jib with window, main-sail and spinnaker. Lifting bridle, outboard bracket, anchor, compass, jiffy reef kit and cockpit cover. Galvanized trailer with spare tire. Dry Sailed. **\$5500.** Located in Red Bank, NJ. Contact Charlie Sokolski at (732) 817-0507, csokolski@comcast.net.

FS 4799 – Flying Scot built in 1992. Light blue with white deck, teak interior, controls lead to top of centerboard, jib cleat on deck and spinnaker sheets under the seats (easy to single hand.) 2003 Pig Roast winner, 2 sets of sails included. Spinnakers, Sailors Tailor over the boom full cover, galvanized trailer. Stored indoors all winter, always dry sailed, excellent condition and fast. **\$7500.** Located in Cincinnati, OH. Contact John Eilers at (513) 871-1136.

FS 4921 – Douglass built in 1994. Excellent condition, white deck and hull with red stripe, Schurr Jib, Main, Spinnaker, Galvanized factory trailer, 2 covers. Lot misc. equipment. **\$6800.** Located in

Bokellia, FL. Contact Willard Frissell (239) 283-5215.

FS 4990 – Flying Scot built in 1995. Excellent freshwater boat. White with black stripes. Aluminum trailer, spare, bearing buddies, 2 sets North Main/Jib. North & Schurr Spinnakers. Top & bottom trailer covers, boom-on cover, compass, tapered spin pole. Drysailed/inside winter storage. **\$9500.** Located in Upstate NY. Contact John Mako at (315) 727-1665.

FS 5021 – Like new, cream deck, white hull, medium blue trim and water line. Main & jib, jiffy reefing, galvanized trailer, Sailor's trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket. 2HP Evinrude, **\$9000.** Located in Otis, MA. Contact Maurice Corson (413) 269-6542.

FS 5313 – Flying Scot built in 2000. Flag blue hull, white top. Hood sails and spinnaker. Motor mount and swim ladder, aluminum trailer. Excellent condition and ready to go. **\$9000** Located in Columbia, TN. Contact Mark Holmes, (931) 380-9235.

FS 5357 – Flying Scot built in 2000. Dark green hull with ivory deck and waterline. Race package invoice October 2000. Both Sails with front jib and nose jib. Trailer, aluminum trailer. Trailer/mooring cover. Motor mount bracket. **\$9500.** Contact Louis Hoovenga at (305) 852-8518.

Wanted: During my nearly 25 years sailing Scots I have accumulated enough parts to assemble another Scot or two, except the hull. Who has a decent hull for sale? Don't need spars, sails or trailer. Contact Steve Hartman FS 3205 (217) 359-5835 fax (217) 359-5839 steveh@jsmmaps.com.

NEW MEMBERS

Of The Flying Scot® Sailing Association

Sorted By District, Fleet and Last Name

GREATER NEW YORK DISTRICT

FS 3840 / Fleet # 0 / District 12

Roy Childers
PO Box 904
Normandy Beach, NJ 08739

FS D180 / Fleet # 0 / District 12

Kathleen McBride
28 Lincoln Avenue
Rumson, NJ 07760

FS 4386 / Fleet # 0 / District 12

Robert T. Morrow
611 Colonial Avenue
Union, NJ 07083

FS D179 / Fleet # 0 / District 12

Russell Schreiber
333 Rector Pl. #12M
New York, NY 10280

FS 5129 / Fleet # 162 / District 12

George Hennessy
1248 Eatontown Blvd.
Oceanport, NJ 07757

FS 0387 / Fleet # 0 / District 12

John Roberts
9 Bramble Lane
Riverside, CT 06878

GULF DISTRICT

FS 5552 / Fleet # 0 / District 16

Mike & Patti Adkins
PO Box 359
Butler, TN 37640

FS D175 / Fleet # 0 / District 16

Jon Claas
7 Oakcliff Circle
Little Rock, AR 72205

FS 5518 / Fleet # 0 / District 16

Tad L. Parvin
378 Dorton Road
Crossville, TN 38555

FS D177 / Fleet # 0 / District 16

Julianna Weiland
609 Metairie Road
Metairie, LA 70005

FS D173 / Fleet # 0 / District 16

Bernard J. Wolfe
114 Melody Lane
Bay St. Louis, MS 39520

FS 3866 / Fleet # 36 / District 16

Robert Leib
4735 Charging Cross Circle
Sarasota, FL 34241

FS D176 / Fleet # 96 / District 16

Adam Marcus
1931 State Street
New Orleans, LA 70118

FS 2921 / Fleet # 118 / District 16

Rob Garrison
1317 Sumar Road
Birmingham, AL 35213

MICHIGAN-ONTARIO DISTRICT

FS 5495 / Fleet # 0 / District 20

Steve & Nicole Cassani
11594 Algonquin
Pinckney, MI 48169

FS 1764 / Fleet # 41 / District 20

Mark Meyer
519 N. Westmoreland Avenue
Lansing, MI 48915

MIDWESTERN DISTRICT

FS 3119 / Fleet # 3 / District 24

Peter Dickinson
500 Cherry Street
Winnetka, IL 60093

FS 4328 / Fleet # 68 / District 24

David Sebal
6006 Fredericksburg Lane
Madison, WI 53718

FS 1597 / Fleet # 114 / District 24

Rich Kennedy
2013 Thomas Road
Beloit, WI 53511

NEW ENGLAND DISTRICT

FS 3728 / Fleet # 0 / District 28

Daniel McGillicuddy
35 John Alden Road
Plymouth, MA 02360

NEW YORK LAKES DISTRICT

FS 2802 / Fleet # 161 / District 29

Clifford Passen
23 Birgham Road
Greenfield, NY 12833

OHIO DISTRICT

FS 3146 / Fleet # 0 / District 32

Igor Dumbadze
3511 Holly Avenue
Cincinnati, OH 45208

FS A480 / Fleet # 6 / District 32

Ashley Dood
1254 Montclair Drive
Pittsburgh, PA 15241-3444

CAPITOL DISTRICT

FS 5452 / Fleet # 0 / District 4

Bob Weeks
141 Wentworth Drive
Lansdale, PA 19446

FS 2993 / Fleet # 1 / District 4

Leigh Johnson
5454 Elks Lodge Road
Cambridge, MD 21613

FS 0331 / Fleet # 5 / District 4

Emily & Robert Shepler
5573 First Statesman Lane
Alexandria, VA 22312

FS 4427 / Fleet # 160 / District 4

Richard Dynes
410 Wilderness Drive
Lake of the Woods, VA 22508

PACIFIC DISTRICT

FS D181 / Fleet # 0 / District 40

Tobi & Dan Moriarity
3167 Lavender Lane
St. Louis, MO 63139

FS 5526 / Fleet # 83 / District 40

William D. Kesler
290 Brightfield Road
Manchester, MO 63021

TEXAS DISTRICT

FS 2561 / Fleet # 0 / District 41

Jack Leming
4348 E. 74th Street
Tulsa, OK 74136

FS D174 / Fleet # 23 / District 41

Kent Gladen
713 River Oak Drive
Lake Dallas, TX 75065

FLORIDA DISTRICT

FS 5372 / Fleet # 131 / District 43

Sarah & Tim Broadway
429 Pablo Point Drive
Jacksonville, FL 32225

CAROLINAS DISTRICT

FS 5005 / Fleet # 48 / District 8

Torrance Shealy
2708 Sherwood Avenue
Charlotte, NC 28207

STARTING LINE

Calendar Of Monthly Events

Cajun Country Championship

November 22, 2003

Pelican Yacht Club
False River, LA
Contact Al Rees, (337) 234-6878
akrees@bellsouth.net

Gator Bowl Regatta

and Flying Scot Gator Challenge
December 6 and 7, 2003

Rudder Club of Jacksonville FL
Contact Jon Hamilton
jh_hamilton@hotmail.com or
the Rudder Club, 904-264-4094
www.rudderclub.com

Midwinter Championship

March 27 - April 2, 2004

St. Andrews Bay Yacht Club
Panama City, FL
Details to come.

Wife Husband Championship

June 25-27, 2004

Crescent Sail Yacht Club
Lake St. Clair
Grosse Point Farms, MI
Contact Forest Rogers, (734) 954-
0452 or FS5230@aol.com

North American Championship

July 17 - 24, 2004

Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-
0712 or tspinkel@charlter.net,

Sandy Douglass Memorial Regatta

July 31 & August 1, 2004

Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall, (404) 634-
7192, fvandall@lavv.emory.edu or
go to www.dcls.org.

Sail for the Grail

September 18 & 19, 2004

Lake Arthur, Moraine State Park
North of Pittsburgh, PA
Go to www.geocities.com/
~morainsailingc/

WELCOME!



The best materials, cutting edge designs
and the race extras. All for considerably
less \$. Give Quantum a try!



QUANTUM
SAIL DESIGN GROUP
Where sailing is a performance
Quantum San Diego
(Formerly Sailboat San Diego)
619.226.2422

mreyealds@quantumsails.com - www.quantumsails.com/fs



Midwest Sailing

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
734-426-4155 Fax 734-426-5532
www.ms-pyc.com
e-mail: sail@ms-pyc.com

NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from **Midwest Sailing**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

A NEW MIDWEST SAILING FLYING SCOT is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with *Midwest Sailing's* one year warranty. Call us today for our current listings.

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.

SAILING SPECIALISTS. **Midwest Sailing** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter*. Please call, fax or e-mail us for details and prices today.

WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.



Join Today!

*Your Passport to
Great Sailing...*
An FSSA Membership

800-445-8629

Fax: 803-765-0860 • Email: info@fssa.com

FSSA Headquarters:

1 Windsor Cove, Suite 305 • Columbia, SC 29223

Flying Scot® Sailing Association
1 Windsor Cove, Suite 305
Columbia, SC 29223

Address Service Requested

Periodical
Postage
PAID
Columbia, SC
29201

District Governors

CAPITOL DISTRICT

Chris Swensen
1811 Harewood Lane
Crofton, MD 21114
(410) 721-2505
cswensen11@comcast.net

CAROLINAS DISTRICT

Tom Lawton
102 E. Connally Street
Black Mountain, NC 28711
(828) 669-5768
tlawton@mac.com

FLORIDA DISTRICT

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885
fowlsail@gate.net

GREATER NY DISTRICT

Josh Goldman
4 Marine Avenue
Westport, CT 06880-6920
(203) 625-0768
jaglpr@aol.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Michael Ehnis
3155 Hudson Street
Dexter, MI 48130-1309
(734) 424-2042
michaehenis@yahoo.com

MIDWESTERN DISTRICT

Tom Pinkel
3738 Boatmans Point
Belleville, IL 62221
(618) 632-0712
tspinkel@charter.net

NEW ENGLAND DISTRICT

Randy Williams
60 Rockaway Avenue
Marblehead, MA 01945
(781) 631-1965
rwilli4210@aol.com

NY LAKES DISTRICT

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

OHIO DISTRICT

Charles Buffington
490 Broadmoor Avenue
Pittsburgh, PA 15228
(412) 388-1666
buffingtoncw@anes.upmc.edu

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

James W. Calvert
1230 West Street
Emporia, KS 66801
(620) 342-7104

TEXAS DISTRICT

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