

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 48 NUMBER 3 2004

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VOLUME 48 NUMBER 3 2004

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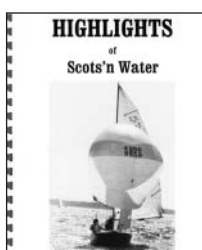
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From the President .....	4
Scot Sailing in Texas Hill Country .....	5
Flying Scot Fleet 23 and the Leukemia Cup Regatta..	7
Did You Win? .....	9
Tuning Guides - Good for America? .....	11
Blitzen .....	11
Saratoga Bound .....	13
2003 Long Island Championship a SUCCESS .....	17

### In Every Issue

Starting Line .....	19
Caveat Emptor .....	21
New Members .....	22

### ADVERTISERS INDEX

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

**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](mailto: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 ASCII Text, Word or WordPerfect 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 XL No. 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.

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

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# From The President

by Bill Ross, FS 5210



**T**he 2004 sailing season is beginning, and many of us are thinking about tuning up those boats, buying new sails, putting on the latest “go fast” equipment, and giving “Old Reliable” a good cleanup. Don’t forget to inspect all of your safety gear as well. Some of us are using inflatable life jackets. They require attention on a regular basis. Check for leaks, and make sure the CO2 cartridges are still sealed. They are no good if they don’t float.

Speaking of PFDs, we have heard that they will not be required to be worn on


boats of less than 20’ at all times. However, there is no such regulation being considered by the Coast Guard for the near future. US Sailing’s Government Affairs Committee has watched this development very carefully. Be prudent. Wear a PFD if the time is right.

Safety should be first and foremost on our minds. Remember that the water in the early spring is still cold, and hypothermia can sneak up on you. There was a very serious incident in Florida this winter, in which two people were accidentally run over by a runaway car backing up to retrieve a boat. It is reported that the driver of the car, after being involved in a capsized and staying in the water for some time, was suffering from hypothermia. In addition, check those trailers carefully.

The NAC is not too far off, and your National Championships Committee has been heavily involved with the regatta organizers. If you are planning to attend, you should be sure to check out the new Constitution and Bylaws posted

on the Web. We have new membership categories and new eligibility rules that we hope will solve many of the problems we have had in the past. Take your handbook with you after you download the new revisions. If you cannot download, contact Courtney Cantrell at FSSA at (800) 445-8629 or [info@fssa.com](mailto:info@fssa.com). She will mail a copy to you.

US Sailing recently instituted a new policy concerning race management. The qualifications for PROs and judges for running national championships have been upgraded significantly. Race officers and judges now have to be certified to run these events. We changed FSSA Bylaws last year to require the same level of certification for FSSA-sanctioned events. This will surely raise the performance level of race managers in the future. The judges and PRO for the NAC 2004 meet those requirements. Many other one-design classes are doing the same for all events.

Your officers hope that you all have a great sailing year; play safely and fairly. 

## As you can see from the photo--OOPS!-- there are mistakes in Volume 48, Number 2, 2004



On page 11, the line below “WIFE-HUSBAND Championship” should read: June 26 & 27, 2004 – Grosse Pointe Farms, MI – Fleet 182  
For more information, contact Forest Rogers at 734-954-0452 or [fs5230@aol.com](mailto:fs5230@aol.com)

On page 13, THE RUN, by Paul Jon Patin: Throughout the article, the word gybe/gybed was incorrectly replaced by jib/jibbed.

We had a problem with proofreading. However, we now have a proofreader in place, so this should not happen [so often] in the future.

Our apologies to Fleet 182, Fleet 83, and Paul Jon Patin.

# SCOT SAILING IN THE Texas Hill Country

by Jeff Foerster, FS 5165

**S**ausage. One might not immediately associate this fine German delicacy with Flying Scot sailing, but, down here at Canyon Lake, we take pride in being the biggest little fleet in Texas. Fleet 67 was chartered in 1970 and resides on Canyon Lake, an 8,000-acre man-made lake in the heart of the Texas Hill Country. Canyon Lake is 45 minutes north of San Antonio and about an hour south of Austin.

Fleet 67 enjoyed as many as twelve active members in the 1970s. In the 1980s, active membership dwindled to just a few. The timely arrival of relocated Scot owners from large fleets in North Carolina and North Texas has since refueled an interest in Flying Scot sailing at Lake Canyon Yacht Club. In the past three years, Fleet 67 has added two new active members, with a third member coming in May 2004 upon arrival of his new boat from Maryland.

Each November, in nearby New Braunfels, the ten-day salute to sausage known as “Wurstfest” takes place. During this event, LCYC has its annual Wurstfest Regatta. Once the racing is over on Saturday, we all climb aboard the “Wurst Bus” and make the journey to the grounds of this German celebration to eat sausage, drink beer, and participate in numerous chicken dances. The festivities on Saturday night (and into Sunday morning) have been known to affect the outcome of Sunday’s racing. If you’re looking for a great weekend regatta, this is one worth the haul.

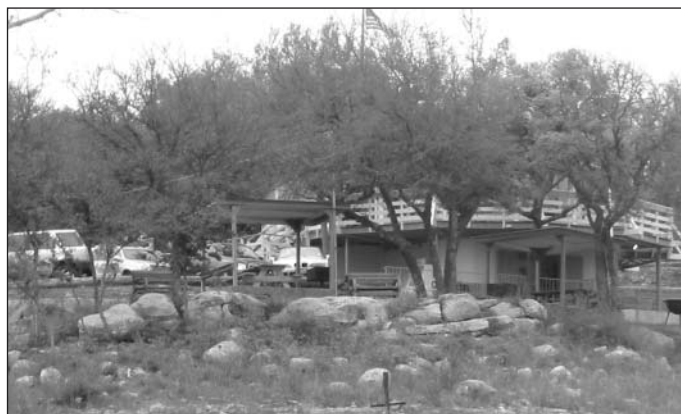
For 2004, Fleet 67 has scheduled a Masters Regatta in honor of those who chartered our fleet. Those who once owned



**Bill McVey (crewing) and Fred Kniffin (at the helm)  
in between races aboard FS 3816**

Scots at LCYC will once again take the stick aboard one of our current owners’ Scots. Since some of these people haven’t been aboard a Scot in almost 30 years, it will bring a whole new meaning to the term “generation gap.” A story told by Dr. James Finney, one of our charter members and past champion of Fleet 67, involved a PHRF long-distance race held annually at Canyon Lake on July 4th. During this event, Dr. Finney, along with crew Herb Eastwood, raced against a fleet of keelboats and, with the help of 15- to 20-mph winds, finished 15 minutes ahead of the second-place finisher under spinnaker on a plane. Of course, this prompted several club members to reclassify “centerboard” boats so as to prevent this from happening again. Dr. Finney also spoke highly of Sandy Douglass and of the time he bought Flying Scot 1046. He and his son traveled to Maryland to pick up their new boat, and, when they arrived, Sandy invited them to stay at his house. Sandy entertained the Finneys by singing songs and telling stories.

In the past several years, it has not been uncommon to see several Scots sailing on those days with 20- to 25-mph winds. Nor is it odd that a couple of our members match raced in a steady rain until dark to determine the outcome of a fleet championship. And true to our fleet’s geographic location, the names on our members’ Scots include “Howdy” and “Redneck Mother.” If you ever find yourself in the Texas Hill Country, please come on by and enjoy sausage on a stick with a cold Shiner Bock beer. 🍷



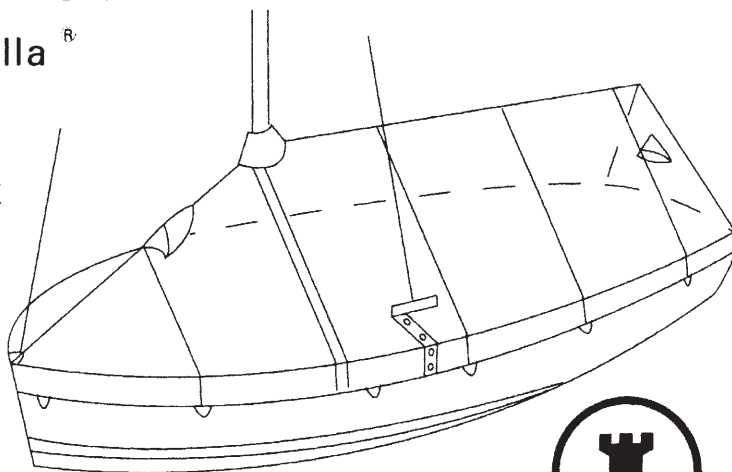
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 2002 MidWinter's 1st Challenger Division

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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 Kiansberger of PhotoReflect.com

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# *Flying Scot Fleet 23 and the Leukemia Cup Regatta*



Perhaps you have seen the articles in various sailing magazines about the Leukemia Cup Regatta.

The forum is held in many different locales across the country. It is a major fundraiser for leukemia research, with the proceeds from the various forums basically staying in their respective communities. This year, for the first time, Flying Scot Fleet 23 and the Corinthian Sailing Club at White Rock Lake in Dallas, Texas, are pleased to participate in the Leukemia Cup Regatta.

For the past two years, the Leukemia Cup Regatta has been held at the Dallas Corinthian Yacht Club on Lake Lewisville, formerly Lake Dallas. The DCYC has hosted the event with both a keelboat course and a centerboard course. Their groundbreaking work in this endeavor has now resulted in two lakes being involved with these activities.

This year, for the first time, Flying Scot Fleet 23 and the Corinthian Sailing Club of White Rock Lake hosted centerboard competition on the weekend of April 24 and 25, 2004. The following weekend, May 1 and 2, keelboat courses were held at Lake Lewisville. In a further show of cooperation, during the centerboard regatta at the Corinthian Sailing Club, members of Dallas Corinthian Yacht Club from Lake Lewisville served as race committee. The following weekend, when the keelboats raced, members of the Corinthian Sailing Club and particularly Flying Scot Fleet 23 participated in race man-

by Ralph "Red Dog" Jones, FS 3109

agement and performed race committee and rescue duties at Lake Lewisville for the Dallas Corinthian Yacht Club.

This show of local support and respect is unique in several aspects. In the early 1950s, the Dallas area was in a severe drought. White Rock Lake virtually dried up. At that time Lake Lewisville, then known as Lake Dallas and Garza-Little Elm Reservoir, had water. Many members went to that facility to form Dallas Corinthian Yacht Club. Over the years, instead of being in competition, these clubs and their respective sailors have been united in their effort to bring sailing events to the Dallas community and to improve sailing education and opportunities. This coordination of events for the Leukemia Cup over two weekends this year in Dallas is just one example. In the 1970s, we began a series known as the "Commodore's Cup," in which the commodores of the various clubs rotated among the sailing clubs in this area to compete against each other. The effort, obviously, is to promote sailing, sailing education, and race management, and bring this sport to many people.

Please look at the club Web site to learn more about the Leukemia Cup. The Corinthian Sailing Club at White Rock Lake is located at [www.cscsailing.org](http://www.cscsailing.org) and the Dallas Corinthian Yacht Club at [www.dcy.org](http://www.dcy.org).

The effort of Fleet 23 member David Butler, who is a member of both clubs, has promoted this joint activity for the betterment of all and for the benefit of the Leukemia Society. By

Continued on Page 8





## Leukemia Cup

Continued From Page 7

an ironic twist of fate, Gary Jobson, the national spokesman for this wonderful event, has himself been diagnosed with leukemia. This is a treatable disease, and research and fundraising may help eliminate it. Jim and Pam Hancock were chairs of the event at DCYC. Marke Smith and Red Dog Jones chaired the event at White Rock Lake. With the help of the Dallas Corinthian Yacht Club and the Corinthian Sailing Club, this year promises to be a new beginning for joint cooperation for the fundraising for this event. Statistical data reveal that in 2003, on a nationwide basis, \$2.6 million in revenue was generated by 1,800 fundraising sailors at 45 different Leukemia Cup Regatta sites. In North Texas alone, over \$85,000 was raised with some 500 attendees and 66 boats. This is a very worthwhile event; the sailors of Flying Scot 23 are proud to participate in the Leukemia Cup Regatta.


## Post Script

We had 70 boats registered for the dinghy regatta at the Corinthian Sailing Club, but only 60 something sailed due to the stormy weather. 27 area Scots sailed in the event. Scott and Natalie Mauney won the Flying Scot gold fleet and Anderson Jones won the silver fleet. Other fleets sailing in the dinghy regatta included 420s, Butterflies, Handicap (C-15 won), Lasers, Optimist Pram and Sunfish. Full results are available on [www.cscsailing.org/results\\_LCR\\_dinghy\\_2004.html](http://www.cscsailing.org/results_LCR_dinghy_2004.html).

The keelboat regatta, at the Dallas Corinthian Yacht Club the following weekend, attracted 90 registrants on three courses - J/22, J/80 and PHRF. CSC club members, including many Fleet 23 sailors, provided race committee for the keelboat event. DCYC members ran the dinghy races at CSC the week before.



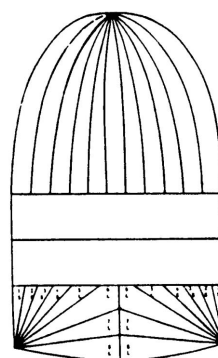
Anderson Jones, son of "Red Dog" sailing in the 2003 Leukemia Cup Regatta at Dallas Corinthian Yacht Club

The two weekend Leukemia Cup Regatta raised \$146,000 to help fight blood related cancers. Flying Scot sailors Debbie and David Butler, Richard Wade, "Red Dog" Jones and Frank Richards were on the stage to help present the check to The Leukemia and Lymphoma Society. 

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# DID YOU WIN?

by Judy Adrian, FS 3970


**D**id you win? There's that question, again, from my non-sailing friends during the week following our usual Sunday races with the Corinthian Sailing Club on beautiful White Rock Lake. They just don't understand...we are on the starting line with some of the best sailors in the country! Right next to us on this tiny, little body of water in the middle of Dallas are District Champions, Wife Husband Regatta Champions, National Champions, and Championship of Champions winners...and they want to know if we won?!!!! Right!!

Well, there is no way we will ever finish first, but each race we sail with these talented sailors improves our skills and tactics and moves us further up in the pack. In reality, winning is not necessarily who comes in first. For my husband and me, at times, outscoring a single boat is a huge win. If we slam-dunk a competitor at the last minute or make a once-in-a-lifetime, picture-per-



fect, textbook tack to beat someone across the finish line, we are as thrilled as if we had taken first place!

At CSC, 10 to 20 Scots are on the starting line almost every Sunday of the year. The leaders will take their usual places,

but on any given Sunday some of us from the back of the pack will pass another boat, and YES....WE DID WIN!!! 



# Tuning Guides - Good for America?

by Bill Draheim, FS 5430

For decades an increasing emphasis has been put on tuning guides to help us sail at optimum performance. This emphasis, in my opinion, is too strong. It has been said that a tuning guide will “get you in the ballpark.” Baseball players should utilize ballparks; Flying Scots, however, should stay on the lake.

One interesting development in many one-design classes, which have become tuning-guide reliant, is that these classes have become ultra one-design. That is, since everyone is setting up the variables in the same manner, adjustments that might otherwise have given you an advantage are no longer used, but rather are locked into recommendations of the tuning guide. Kay / Bill Draheim ---- Is that what was meant?


I, too, am a victim of tuning-guide laziness. Even though I have a thorough understanding of sail design, rig setups, and how adjustments influence the boat, we really adjusted none of the standing rigging during the last two years’ North American Championships. We won both regattas but probably could have gone faster had we been active with our “static” rig rake and side-stay tension. We were able to be apathetic on adjustments because, as noted before, tuning guides have turned all of us into “static” zombies.

The rake adjustment in the Flying Scot class is suggested to be 28 feet 5 inches. Everyone sets it there, or close to it, and leaves it, which contributes to this ultra one-design mode. A better way to sail would be to make adjust-


ments to rake and rig tension, depending on conditions. These adjustments work on all boats and work in the same manner in relation to wind speed. For example, it’s better to rake forward in light air and rake aft in breeze. It’s better to sail with a loose head-stay and more sag in light air, and a tighter head-stay and less sag in breeze.

Don’t be afraid to do some experimenting this year with side-stay settings and forestay tension. It will add a new dimension and excitement to your racing arsenal. Remember the definition of Sailboat Racing Insanity (SRI): going racing every weekend, doing the same thing, and hoping for better results.

Good luck! ▲



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# Blitzen

by Martin Naas, FS 4831

It's a summer morning on Pleasant Pond in Gardiner, Maine. As I look out the window, "Blitzen" greets me with her white hull glistening and her reflection so clear in the still waters that I have to check to make sure I'm not standing on my head. Life couldn't be better--family, children, pets, friends, and my own sailboat moored in front of my house.

Blitzen is Flying Scot 4831. We have been together for six years now. She has the perfect life of a family day sailer. Polished, shined, and meticulously cared for, she is the envy of all the other sailboats on the lake. Seeing her moored out there every morning gives me reassurance that another spectacular day of sailing is about to begin, and that life will seem complete.

Pleasant Pond is about four miles long and only half a mile wide. Our home is situated on a rocky bluff at the north end. The breeze is usually up out of the southwest by 9 o'clock in the morning and will peak at about 4 o'clock in the afternoon. The southwesterly gives us plenty of tacking practice heading to the south end of the lake, with a long, relaxing run back home. While the local motorboaters may circle the lake in just a few minutes, it generally takes about two hours of sailing to make the trip around the lake.

The morning chores get done early as we wait for that magical time when the wind will power us around the lake--sometimes fast, sometimes slow, but always with the feeling of the beauty and power in the wind that only comes with sailing.

Usually I single-hand the Scot, because of the hectic schedule of the rest of the family. So it's just the two of us out there playing in the wind. Once in a while a Laser or Sunfish will come out to play and suddenly the "let's race" instinct in the Scot shows through. I know it's kind of a mismatch, but what a rush to catch up to, and then blow by, a Laser, leaving it in our dust (oops, spray).

Even on our small pond, there never seems to be a lack of challenges provided by the wind or weather, and never a lack of fresh looks at nature in action. Whether it's an eagle or osprey diving out of the sky to pick up a fish, or a loon surfacing within arm's length of the boat, it's a drama that plays out differently each day.

As a special treat for sailor and boat, Blitzen is hauled from the lake several times a summer and trailered to the ocean. It's about a one-hour drive from home to a good launching site with plenty of parking on Casco Bay. With about forty-five minutes for setup and launch, we're under way. What a treat to sail for miles and miles on the same tack, tie off the tiller and eat lunch as we go, and enjoy a steady afternoon sea breeze. Casco Bay is filled with islands to explore and is home for many large

and elegant cruising sailboats. On a typical summer day, the water is covered with sailboats of all types and sizes participating in the long Maine tradition of sailing ships.

While this body of water is much larger than the lake, it is a very comfortable sail in Blitzen. Yes, there are a few new things to take into account, like the tide and tidal currents, ocean swells, and the wakes of working boats busy with their lobster traps. As long as one is well versed on the day's weather and respectful of the working fishermen, the day will be filled with nothing but sailing joy.

The trip home is euphoric and, after eight hours on the sea, sleep comes easily and brings dreams of the next sail.

The season is short here in Maine. Maybe that is why my time sailing is so special. Last year, ironically, the pond iced over on Thanksgiving Day and the ice went out on Easter. Guess we won't be hosting Mid-Winters here anytime soon.

Blitzen spends the winter in dry storage but is never far away in my mind, because next year my Flying Scot will again be moored out front, will sail on Pleasant Pond and in the ocean, and will fill my days with the joy of sailing. ▲



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**\$2.75**

## 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

**\$9.50**

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

**\$8.80**

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

**\$9.00**

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## Motor Bracket...

Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

**\$137.00**

## Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included. Price complete.

**\$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...

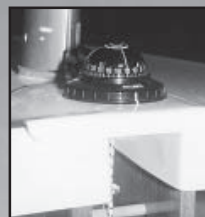
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

**\$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).

**\$1760.00**



## Aquameter Sailor II Compass & Mount...

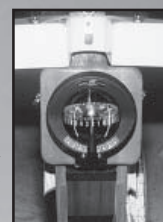
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

**\$83.00**

## 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.

**\$240.00**



## Tacktick Micro Compass & Mount...

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

**\$375.00**

## Stainless Steel Mast Sleeve...

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

**\$167.00**



## 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 **\$118.00**

Grab Rail **\$29.00**



## 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.

**\$160.00**

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# SARATOGA BOUND

## OR

A perilous tale of persistence, broken cars, tow trucks, abandoned vehicles, abandoned boat, and well-used credit cards

by Gary Werden, FS4619

**W**hat hardships will Flying Scot sailors endure to get to a regatta? Many sailors have their own stories of flat tires, overheating, engine trouble, and the like. When we're traveling - stuff happens. But how much stuff can happen in the 215-mile stretch of interstate highway between greater Boston and the Saratoga Flying Scot Invitational Regatta near Albany, New York? Pull up a bar stool, my friend. I have a tale to tell.

Beeeeeeep.

"Bob, this is Gary. It's a few minutes before ten. I really hope you get this message before you leave for Saratoga. My truck broke down on the Mass Pike. I think it might be the transmission. I'm having it towed back to Worcester. I don't know if you want to cancel the trip, or if you're up for picking up me and the boat in Worcester and driving us to Saratoga."

"Dad, does this mean we're not going to Saratoga?"

"Sorry, Ryan, it might mean that, or, worse yet, we might stay the night in Worcester, hoping the truck gets fixed."

Fifteen minutes later--the tow truck having just pulled up--Bob's wife called to say that he had gone out to do a few errands and he would call back shortly. At least he hadn't left.

The tow truck driver unenthusiastically jumped down from the cab of his truck and walked back to mine.

Nodding his head as I said "hi" out my window, he kept walking down the side of my truck. He looked at the trailer and especially at the hitch.

"Can you take both the truck and the boat?"

"Sure, truck on top, boat in tow."

"Do you have the right size ball?"

"Two-inch, right?"

"Actually, I think it's one and seven eighths."

"I'll see," he said, as he walked to his tool box and extracted a two-inch ball.

He carried the ball back to the trailer, watched me unhitch the trailer, held the ball next to the ball on the truck for comparison, and then tried to fit the large ball into the small opening of the trailer tongue. Surprisingly, despite a number of cunning angles and approaches, the two-inch ball would not fit into the one-and-seven-eighths opening.

"I'll see if I have another one," he muttered, as he trudged back to his tool box.

Unfamiliar with the ways of tow truck drivers, I stood patiently beside my truck as he closed his tool box and climbed back into the cab of his own truck. I continued to lean on my truck, enjoying the sunshine and being impressed with just how loud seventy-mile-per-hour highway traffic really is. After three or four minutes, he emerged and sauntered back toward me.

"Any luck?"

"Another truck will be along in about half an hour with a smaller ball."

### **Bob return call 1**

"Hey...so your truck broke down? I was getting all set to leave in a few minutes, looking forward to a nice, smooth ride in the air-conditioned Caddy. Uh, I don't know. I was really looking forward to the weekend - got nothing else planned. The Sable wagon is on its last legs - no air conditioning. Uh, I don't know. Where are you and how long will it take me to get there? .... I'll have to call you back in a little while."

"Dad, is he coming to get us?"

"Maybe, but he seems to be thinking it over."

### **Bob return call 2**

"Okay, here's the deal. I'll move all my stuff from the Caddy to the wagon, finish up a few things here, and be on my way in about half an hour. I'll pick up you and the boat, and we'll be off to Saratoga."

"Thanks, Bob."

"So where will I meet you?"

"We're getting towed back to a Chevy dealer in Worcester - Diamond Chevrolet."

"So you're on your way there?"

"Not exactly. It seems they can't find a one-and-seven-eighths ball. The first truck didn't have one, so they sent a

Continued on Page 14

## Saratoga Bound

Continued From Page 13

second truck that didn't have one either. The second truck had another wrench, and the two drivers scratched and dinged the ball on my truck, but they couldn't defeat seven years of rust. Now we are waiting for a third truck, which is going to tow the boat separately."

"Okay, I'll call you when I get closer."

### Bob return call 3

"Okay, I'm just passing 495. Where are you?"

"We are at exit nine, turning around to go back to exit ten."

"So I get off at exit ten?"

"I'll call you with more directions when we get there."

### Bob return call 4

"Okay, I'm getting off at exit ten. What's next?"

"We're just ahead of you. Take a left, then a right. It's right on Park Street, like everyone knows where that is."

"This looks like a pretty seedy part of town. I hate Worcester."

### Bob return call 5

"I'm lost. I'll turn around. I've got a map. It's Park Street? I'll find it. I've been here too many times. I really hate Worcester."

Interesting fact: if you are towed off the Mass Pike, you don't have to pay the toll.)

By the time the \$252 towing bill was paid (I had my VISA but didn't have my AAA card with me), Bob was there waiting. One o'clock. After a quick chat with the service manager, we exchanged phone numbers, and he let me know that if it was, indeed, the transmission, his transmission man wouldn't be able to get to it for three weeks.

Bob was unsure of the exact route back to the highway, and I was just in shell shock. Instead of retracing our steps, we followed the two-lane Route 9 west.

"The car doesn't like all these hills," Bob worried.

"Seems good to me, but it's all relative; it's good to be moving."

"Dad, what time will we get to Saratoga?"

We worked our way back to exit 9 on the Mass Pike, actually avoiding the long traffic delay caused by an accident. For those of you who haven't been there, western Massachusetts is a series of wooded, rolling hills working their way up to becoming the Berkshire Mountains. The Mass Pike straightens out the curves, but it can't take away the 1000-foot difference in elevation from Worcester to the Berkshires.

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"Okay, the car will be happier on the Pike. Good thing it's a cool day - with no air conditioning."

"I don't mind, Bob, it's nice for a change. But why doesn't the air conditioning work?"

"The compressor broke, and they want \$500 to fix it. The heat doesn't work either. It was dripping coolant on the rug, so I did a little re-piping and bypassed the heater."

Having left my truck, Worcester, and the two-lane road behind, it was nice to be back on the interstate again, even without AC. After forty-five minutes of steady highway driving, I was finally relaxing enough to be nodding off in the passenger seat.

"I don't like the sound of that. Hear that little pinging?"

"Is that a new sound?"

"I think it's just the engine straining from pulling the trailer."

It was not much longer until Bob added "It's losing power, too."

We got to the top of a hill and started going down.

"Okay, much better now. Pinging has stopped; power is okay."

"So, Dad, we're going to make it to Saratoga?"

"Looks good."

And things were good. Just fine, as long as a little bit of uphill was followed by some level road or downhill. But, alas, that is not the case in western Massachusetts.

"I think we have been going uphill for about three miles - and there are still about three more to go. Not what the Sable wants. .... There goes the pinging again."

"The power?"

"Not bad - yet. .... Sh--, what was that? .... Definite loss of power now. .... Temperature is up, too. We'll have to stop and let it cool off."

"Dad, are we stopping again?"

As Bob checked the traffic and evaluated the side of the road for room to pull off, the car sputtered several times. Having found a place to stop, Bob pulled over, the car quietly made a gasp and

stalled, and we coasted to a stop. Traces of steam were rising from under the hood. Bob opened the hood to a cloud of steam.

"Good call; needed to stop. You know, I have a theory. Maybe that re-piping job I did has something to do with the overheating. There is a little crimp in the bypass hose. You can see it there."

"Uh-huh."

"Maybe the coolant isn't circulating well enough. And maybe the pinging is caused by the engine being so hot. We'll just wait awhile until it cools down. After all, it has been running a couple of hours and has gotten us this far."

"It's good to have a theory."

"I always have a theory."

The cooldown process gave us another thirty minutes to enjoy the sights and sounds of the roadside. At one point, Bob opened the coolant reservoir, which erupted on his shoulder and his arm, staining his shirt and only gradually discoloring his burnt skin.

"Are you okay?"

"I think we need to wait a while longer."

"When are we going to get to Saratoga?"

We carefully watched the temperature gauge and--after a false start with the engine too hot--finally got back on the road. With the temperature rising again, in less than a minute we saw the sign saying "Highest Elevation of the Mass Pike"; we had missed making the top of the hills by a quarter mile. Our plan was to get off at the next exit, get water for the car, and get fast food for passengers who hadn't eaten since breakfast.

After another forty-five minutes, the car was cool and had quenched its thirst, and the passengers were fed. With cautious optimism we headed back to the highway. In the last three hundred yards before the toll booths, the temperature gauge shot up again. Bob alertly made a pre-toll booth u-turn and we headed back to the McDonalds/gas station whence we had come.

"I have a theory. If I take out the hose with the crimp and restore the hoses to the heater, the engine will cool. There might be some dripping on the carpet, but we'll be moving again."

We could all use a bathroom stop anyway. Always prepared, Bob had enough tools to make repairs and road-test the latest theory. In the quarter-mile test, the car passed with flying colors and we were back on the road again.

All passengers were on red alert for noises and changes in the temperature gauge.

The Sable wagon was good on level ground and great going downhill. Uphill was still a problem. The pinging was louder; if the hill was long enough, there was a noticeable loss of power. But, limping along, we completed our conquest of the Mass Pike, making it from exit two, past exit one, and all the way to the end - a half-hour journey.

"I have a theory. The overheating may have caused engine damage, blowing some of the rings or seals."

With trepidation and determination (and no good alternative), we entered New York State only to find a long stretch of a gradual hill. Within a mile, the pinging and loss of power were accompanied by a rising temperature needle. There was another backfire, the engine sputtered, the engine died, and once again we plodded to a stop. A cloud was again emanating from under the hood.

Ryan and I were now seasoned breakdown veterans (this trip having exceeded my previous lifetime breakdown total); we methodically got out of the car and walked to the hood for the unveiling of the next disaster. With all of today's experience, we were not ready for the next episode--FIRE!!!!!! The cloud was smoke, not steam. A small fire was coming from the back of the engine. Ryan retreated to the far side of a highway sign. Bob and I looked at each other and just shook our heads in dis-

Continued on Page 16

## Saratoga Bound

Continued From Page 15

belief. Ever the cool head in a crisis, Bob instantaneously examined the problem, determined the source of the fire to be the spark plug wires, and courageously pulled the three flaming wires away from the plugs. Minor smothering of burning wires solved yet another problem.

We paused for a moment of silence, contemplating our good luck and bad. I got Ryan to come out of hiding.

"I was a few seconds away from pulling all the gear out of the car and just letting it go." Upon further reflection, Bob added "I have a theory, another theory; I always have a theory. With all the heat and the hot coolant sprayed all over, it only took a little spark to get a fire going. If we could get a new set of wires, we might get the car going again."

"I'll call AAA – again. Can you call twice in the same day?"

Luckily I already knew the special cell phone number for AAA. The roadside noise made it difficult to hear on the phone, but the freight train that came along on the other side was the icing on the cake. Bob just smiled.

Tow truck number four was there, amazingly, in a matter of minutes.

"Is there an auto parts store nearby – one that would be open now – after six?" Bob asked the driver. (Is this man determined, or just delirious?)

"One in Elsmere, about twenty miles."

Bad answer.

We discussed our options among ourselves and with the driver.

"I can tow you just off the highway, I can tow you to Elsmere, or I can tow you all the way to Saratoga – about seventy miles, but I've got to get you off of this highway. Real soon."

The realization that the spark plug mission was mission nearly impossible – and thoughts of staying the night in the No Tell Motel in Nowhere, New York – made a seventy-mile tow look quite sensible. Ryan was happy he was going to make it to Saratoga.

The cab of the tow truck would hold the driver and two of us. Someone had to ride in the broken-down car atop the truck. Bob volunteered, not thinking about the blinding, flashing yellow lights that would be in his eyes for the next hour plus.

(Interesting fact: While being towed in New York, you don't have to pay tolls either.)

"I hope I don't have trouble with this old truck," the driver confided.

Ryan and I looked at each other and rolled our eyes. The tow truck was good on level ground, and great going downhill. Uphill was a problem. But the worst that happened was a slowing down to thirty miles per hour. About 9:15 we pulled into the Saratoga Sailing Club, twelve hours after leaving home, yellow lights flashing and boat in tow. I still didn't have my AAA card, but Bob had a credit card that hadn't been used all day. Another problem solved. Relief.

What about the trip home, you might ask. Although Bob made some attempts to get the car running, he decided against an attempt to get it home. I asked if anyone from our home club had a car that was not towing a boat home, but the only candidate had no hitch. Bob left his car, and I left my boat, but we were lucky enough to have friends from our home club at the regatta, who were kind enough to take us home.

I returned seventeen days later, with the family, in a new truck, to pick up the boat and spend a day at the nearby amusement park. Bob returned separately the same day to move his car to a new parking spot in anticipation of his next solution.

I learned later that Bob had offered the car to a local used car dealer, who – after a careful review of the retail value of the car (\$1500), his expenses, and his need for profit – offered Bob \$50. Bob countered at \$100, but the bitter parties parted without a deal. Bob is now pursuing Plan B, which is donating the car to the local fire department for a practice burning and "jaws of life" simulated rescue.

### FINAL TALLY:

**Regatta \$ 95**

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**Tow 2 \$ 379**

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To order please call FSSA Headquarters at  
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# 2003 Long Island Championship a SUCCESS

The initial running of a (3) series Long Island Flying Scot Championship was a great success. Westhampton Yacht Squadron won the Club trophy followed by SUNY

Maritime and the Moriches YC. Individual honors went to Graham Hall of SUNY. 2nd place was won by Ralph Coffill of MYC, and 3rd went to Ken Frankman of Westhampton.

Conditions varied greatly from series to series. Westhampton hosted in July and featured a perfect day for racing. Moriches YC offered shifty winds and some serious fog in August. Sayville YC tested everyone's resolve in September with 20-25kts and heavy surf.

Participation in this initial year built as the series progressed. Westhampton had 30+ boats and Moriches added to that number. The Sayville Palmer event is always well attended and in spite of fierce winds many sailed. 2004 attendance should exceed 40 boats at each event.

Attendance at all three regattas is very important for the best regatta scoring. With 9 races scored it is a true test of an individual or club's stamina and competitiveness. The club championship requires only three boats for scoring, though it is an advantage for as many boats as possible to participate. Individually, it is best to be at each event to have a chance to win albeit Ralph Coffill almost pulled it off in spite of missing the first series in Westhampton.

The 2004 schedule is set for July 17 at Westhampton. August 14, at Moriches YC and Sept 18, at Sayville YC. We hope to see participants from the Tri-State area.

For further information call Ed Sorgan for Westhampton YS 201-852-0829

Tony DiResta for Moriches YC 516-903-3567

Joe Van Denburg Sayville YC 31-875-8888 

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# STARTING LINE

## Calendar Of Monthly Events

### Flying Scot Annual Egyptian Cup June 5 & 6, 2004

Carlyle Sailing Association  
Carlyle Lake, IL  
Contact Tom Pinkel, (618) 632-0712, tspinkel@charter.net or go to [www.csa-sailing.org](http://www.csa-sailing.org)

### Jeff Lines Memorial Regatta June 5 & 6, 2004

Toms River Yacht Club  
Toms River, NJ  
Contact Jim Worth, (732) 974-0945 or [jvworth@aol.com](mailto:jvworth@aol.com)

### Full Moon Regatta June 12, 2004

Monmouth Boat Club  
Red Bank, NJ  
Contact John Luard at (732) 291-8465, [jfluard@netzero.net](mailto:jfluard@netzero.net)

### 2004 Midwest Districts June 18 - 20, 2004

Neenah-Nodaway Yacht Club  
Neenah, WI  
Contact Jim Jilek (920) 722-9478, [scotsailor@yahoo.com](mailto:scotsailor@yahoo.com); Henry Schultz (920) 729-5688, [henryschultz920@yahoo.com](mailto:henryschultz920@yahoo.com) or visit [www.nnyc.org](http://www.nnyc.org)

### 2004 Berlin Yacht Club Regatta June 19 - 20, 2004

Berlin Lake  
Canfield, OH  
Visit [www.berlinyachtclub.com](http://www.berlinyachtclub.com) or call Ed York (330) 533-3607.

### Summer Solstice Regatta June 19 - 20, 2004

Selby Bay Sailing Center  
Mayo, MD  
Contact Dave Gillingham at (410) 295-6675, [dgillingham@glue.umd.edu](mailto:dgillingham@glue.umd.edu)

### Sprite Island Regatta June 19 - 20, 2004

Sprite Island Yacht Club  
East Norwalk, CT  
Contact Jack Carpenter at [Jack.Carpenter@viacom.com](mailto:Jack.Carpenter@viacom.com)

### 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](mailto:FS5230@aol.com)

### Oswaco Yacht Club Fleet 181 Invitational July 10 & 11, 2004

Owasco Lake  
Auburn, NY  
Contact Peter Whiting, [plwhiting@adelphia.net](mailto:plwhiting@adelphia.net)

### Long Island Flying Scot Championship Leg 1 July 17, 2004

Moriches Bay  
Remsenburg, NY  
Contact Ed Surgan at (631) 288-2069, [eddgann@aol.com](mailto:eddgann@aol.com)

### North American Championship July 17 - 24, 2004

Carlyle Sailing Association  
Carlyle, IL  
Contact Tom Pinkel, (618) 632-0712, [tspinkel@charter.net](mailto:tspinkel@charter.net) or visit [www.csa-sailing.org](http://www.csa-sailing.org)

### Great South Bay Yacht Racing Association July 23-25, 2004

Sayville Yacht Club  
Contact Ken or Sharon Boyle  
(631) 589-7131.

### Sandy Douglass Memorial Regatta July 31 & August 1, 2004

Deep Creek Yacht Club  
Swanton, MD  
Contact Frank Vandall, (404) 634-7192, [fvandall@law.emory.edu](mailto:fvandall@law.emory.edu) or go to [www.dclsa.org](http://www.dclsa.org)

### 2004 New England District Championship July 31 & August 1, 2004

Sandy Bay Yacht Club  
Rockport, MA  
Visit [www.sandybay.org](http://www.sandybay.org)

### 99th Annual Ephraim Regatta July 31 & August 1, 2004

Ephraim Yacht Club, Fleet 44  
Ephraim, WI  
Contact Nancy Claypool (504) 899-0935, [nclaypool1@cox.net](mailto:nclaypool1@cox.net) or visit [www.eyc.com](http://www.eyc.com)

### Atlantic Coast Championship August 7 & 8, 2004

Edenton Yacht Club  
Edenton, NC  
Contact Dave Batchelor, [sailordave@nc.rr.com](mailto:sailordave@nc.rr.com), (919) 467-3512; Tom Lawton, [tlawton@mac.com](mailto:tlawton@mac.com), (828) 669-8670; or go to [www.visitedenton.com](http://www.visitedenton.com)

**Eastern Women's  
Invitational Regatta  
August 14 & 15, 2004**  
Deep Creek Lake, Fleet 6  
Deep Creek Lake, MD  
Contact Geri Meehan at [gmeehan@earthlink.net](mailto:gmeehan@earthlink.net)

**65th Annual One-Design  
August 14 & 15, 2004**  
Fising Bay Yacht Club  
Deltaville, VA  
Contact Debbie Cycotte, [dcycotte@yahoo.com](mailto:dcycotte@yahoo.com), (804) 776-7098.

**Michigan-Ontario District  
Championship Regatta  
August 14 & 15, 2004**  
Crystal Lake  
Crystal, MI  
Contact Mark Schuurmans at [mark@mjschuurmans.com](mailto:mark@mjschuurmans.com)

**18th Annual Invitational Regatta  
August 14 & 15, 2004**  
Saratoga Lake, Fleet 161  
Ballston Spa, NY  
Contact Ann or Peter Seidman at [pseidma1@nycap.rr.com](mailto:pseidma1@nycap.rr.com), (518) 877-8731 or visit [www.sailsaratoga.org](http://www.sailsaratoga.org)

**Flying Scot  
Canadian Championship  
August 21 & 22, 2004**  
Stony Lake Yacht Club  
Stony Lake, Ontario  
Contact Chris Greening at (705) 749-1697, [dgreening@ptbo.igs.net](mailto:dgreening@ptbo.igs.net)

**Greater NY Districts  
August 21 & 22, 2004**  
Hempstead Bay, Fleet 46  
Contact Eric Feldman, (516) 889-6822 or [ejfeldman@worldnet.att.net](mailto:ejfeldman@worldnet.att.net)

**Long Island Flying Scot  
Championship Leg II  
John Sprague Memorial  
August 28, 2004**  
Moriches Yacht Club, Fleet 10  
Contact Tony DiResta, (631) 878-8710, [rad4938@optonline.net](mailto:rad4938@optonline.net)

**Labor Day Regatta  
September 4 & 5, 2004**  
Rudder Club of Jacksonville  
Jacksonville, FL  
Email [DJWHof@aol.com](mailto:DJWHof@aol.com)

**West River Sailing Club Annual  
September 4 & 5, 2004**  
West River Sailing Club  
Galesville, MD  
Contact Frank Gibson (703) 271-2716, [fhgibson@peoplepc.com](mailto:fhgibson@peoplepc.com)

**Sailfest  
September 11, 2004**  
Toms River Yacht Club  
Toms River, NJ  
Contact Jim Worth, (732) 974-0945 or [jvworth@aol.com](mailto:jvworth@aol.com)

**Capitol District Championship  
September 11 & 12, 2004**  
Fising Bay Yacht Club  
Deltaville, VA  
Contact Debbie Cycotte, [dcycotte@yahoo.com](mailto:dcycotte@yahoo.com), (804) 776-7098.

**54th Harvest Moon Regatta  
September 11 & 12, 2004**  
Atwood Yacht Club  
Sherrodsville, OH  
Go to [www.atwoodyc.com](http://www.atwoodyc.com) or contact Gary Zell (330) 602-2237, [gzell@marlite.com](mailto:gzell@marlite.com)

**Annual Whale of a Sail Regatta  
September 11 & 12, 2004**  
Carlyle Sailing Association  
Carlyle Lake, IL  
Contact Tom Pinkel, (618) 632-0712, [tspinkel@charter.net](mailto:tspinkel@charter.net) or go to [www.csa-sailing.org](http://www.csa-sailing.org)

**Massapoag Yacht Club  
Annual Regatta  
September 11 & 12, 2004**  
Massapoag Yacht Club  
Sharon, MA  
Contact Diane Kampf, [dianekampf@charter.net](mailto:dianekampf@charter.net) or (508) 234-8047.

**Candlewood Invitational Regatta  
September 18, 2004**  
Candlewood Lake  
New Fairfield, CT  
Contact Andy Fox (860) 354-6161, [sailing@cyccsail.org](mailto:sailing@cyccsail.org)

**Toms River Classic  
September 18, 2004**  
Toms River Yacht Club  
Toms River, NJ  
Contact Jim Worth, (732) 974-0945 or [jvworth@aol.com](mailto:jvworth@aol.com)

**Glimmerglass Invitational  
September 18 & 19, 2004**  
Otsego Sailing Club, Otsego Lake  
Cooperstown, NY  
Contact Dave Karl (607) 547-2230, [davekarl@capital.net](mailto:davekarl@capital.net)

**Long Island Flying Scot  
Championship Leg 3  
September 18 & 19, 2004**  
Sayville Yacht Club  
Contact Joe Van Denburg, [jkv203@aol.com](mailto:jkv203@aol.com), (631) 447-7987.

**Starting Line**  
Continued on Page 20

# STARTING LINE

## Calendar Of Monthly Events

Continued From Page 19

**Sail for the Grail****September 18 & 19, 2004**

Lake Arthur, Moraine State Park  
North of Pittsburgh, PA  
Go to [www.geocities.com/~morainsailingc/](http://www.geocities.com/~morainsailingc/)

**Annual Horrocks/****Palmer Invitational****September 18 & 19, 2004**

Sayville Yacht Club  
Contact Sharon Boyle at (631)  
598-7131, [gosail@optonline.net](mailto:gosail@optonline.net)

**Pig Roast Regatta****September 25 & 26, 2004**

Cowan Lake  
Wilmington, OH  
Contact Terri and Marvin Quin at  
(513) 891-9373, [quin@fuse.net](mailto:quin@fuse.net)

**Michigan - Ontario District  
Championship Regatta**
**September 25 & 26, 2004**

Portage Yacht Club, Fleet 20  
Pinckney, MI  
Contact Michael Ehnis at  
[michaielehnis@yahoo.com](mailto:michaielehnis@yahoo.com)

**Silver Piper National Championship****September 25 & 26, 2004**

Selby Bay YC, Fleet 42  
Selby Bay, MD  
Contact Dave Gillingham at (410)  
295-6675, [drghillingham@peoplepc.com](mailto:drghillingham@peoplepc.com) or visit  
[www.selbybaysailingcenter.com](http://www.selbybaysailingcenter.com)

**Ohio District Championships****Grand Annual Regatta****October 2 & 3, 2004**

Cave Run Lake  
Morehead, KY  
Contact Susie Stombaugh at  
[fs2162@psualum.com](mailto:fs2162@psualum.com) or  
(859) 885-3302

**Indian Summer****Invitational Regatta****October 16, 2004**

Fishing Bay Yacht Club  
Deltaville, VA  
Contact Debbie Cycotte,  
[dcycotte@yahoo.com](mailto:dcycotte@yahoo.com),  
(804) 776-7098

**Open House Regatta****October 16 & 17, 2004**

Corinthian Sailing Club  
White Rock Lake  
Dallas, TX  
Contact Tracy Aber at  
[tracy.aber@sbcglobal.net](mailto:tracy.aber@sbcglobal.net) or  
(214) 553-8446

**Pumpkin Patch Regatta****October 16 & 17, 2004**

West River Sailing Club  
Galesville, MD  
Contact Frank Gibson at  
[fhgibson@peoplepc.com](mailto:fhgibson@peoplepc.com),  
(703) 271-2716.

**FS Fleet 160 Championship****October 24, 2004**

Lake of the Woods Sailing Club  
Lake of the Woods, VA  
Contact Hans Noordanus at  
[hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org),  
(540) 972-0933.

**Wurstfest Regatta****Centerboard Boats****October 30 & 31, 2004**

Canyon Lake Yacht Club  
Canyon Lake (San Antonio), TX  
Contact Bill McVey at (830) 755-  
2255 or [bmcvey@gvtc.com](mailto:bmcvey@gvtc.com).

**Gator Challenge****December 4 & 5, 2004**

Rudder Club of Jacksonville  
Jacksonville, FL  
Email [DJWHof@aol.com](mailto:DJWHof@aol.com).

**Caveat Emptor**

Continued From Page 21

**Donations** – Crescent Sailing Association, Inc. ("CSA"), a 501(c)3 charitable organization is looking for donations of Flying Scot boats, sails and equipment in good condition for use in CSA's adult "Learn to Sail" program. All contributions to CSA are fully tax deductible.

CSA was established in 2002 by Crescent Sail Yacht Club, a 70 year young sail-yacht club located on Lake St. Clair in Grosse Pointe Farms, MI (near Detroit.) CSYS has a proud tradition of supporting sailing education and racing. CSA runs a youth sailing program for 70+ kids and an adult program which was introduced in 2003 and taught 24 enthusiastic novice sailors aged 25 to 70 to sail. All of CSA's programs are open to the public. We need to update and expand our two boat Flying Scot fleet to meet the demands of the adult program. If you have a boat, a set of gently used sails or other Flying Scot equipment that you would be interested in donation to our program, please contact either Tim Blachut, program director at 586-774-6100 or Leigh Savage, CSA Secretary at 586-777-0720 for more information.

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26	27	28	29	30	31	



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**FS 337** – Douglass built in 1962. Light Blue Hull, Yellow deck, lots of sails, including like new North Tight Rig Main, Jib & Spinnaker, 1995 galvanized trailer, Sailor's Tailor cover, fast, stiff competitive older boat, totally updated. **\$3500**. Located in Long Island, NY. Contact Charles Huberman at (631) 563-4856, [spudsailor@aol.com](mailto:spudsailor@aol.com).

**FS 397** – Douglass built in 1963. Functional redo 2001 w/all new halyard winches, halyards, lines and wires. Boom cover & vang. Hull painted. \$1200 Schurr sails used 1 short season + 6 old sails. Spinnaker rigged w/pole. Lifting bridle, SS mast sleeve, motor bracket, old Gator Trailer. **\$3200**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, [gregory@barsh.com](mailto:gregory@barsh.com).

**FS 832** – Douglass built in 1966. White with green deck, excellent condition, always well maintained, only dry sailed, unused and stored inside for past 15 years. 4 sets of sails, 2 spinnakers, top quality hardware, anchor, bridle, removable motor mount, lots of extras and spares, trailer. **\$2400**. Located in NE Ohio. Contact Robert Haska at (330) 296-3954.

**FS 2347** – Customflex built in 1973. W/Trailer, Kevlar sheets, new CB gasket, recent paint Harken hardware, 2 sets of sails, new cover. **\$2500**. Located in Central OH. Contact Brian Engelbach at (419) 756-8411.

**FS 2676** – Customflex built in 1975. Red hull, white deck, original owner, original sails, mainsail cover, boom tent, boom jack, motor bracket. Pamco Trailer, new tires, spare. Garaged past ten years. **\$4000**. Located in Colorado Springs, CO. Contact Martin Blaser (719) 495-8877.

**FS 3014** – Douglass built in 1977. White, good shape, needs varnish. New main and jib (an 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 3089** – Douglass built in 1977. Schurr main and jib, new Boston main & jib, spinnaker, Sterling tilt trailer, new 3hp Nissan, recent electric winch, 1977 and still a top notch sailor, asking **\$4000**. Located near Kingston, NY. Contact Vincent Brancato at (845) 658-9269.

**FS 3360** – Douglass built in 1979. Racing equiped, two sets Flowler sails and spinnaker, Galvanized Shoreline trailer, outboard bracket. Cover, Plastimo compass, swim ladder and handles, 6:1 vang, rudder lift, lifting bridle, SS mast sleeve, tiller extension. **\$4000**. Located in Miami, FL. Contact Ross Young at, [mrossyoung@hotmail.com](mailto:mrossyoung@hotmail.com), (305) 665-0238.

**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 4003** – Douglass built in 1984. Yellow/white excellent condition. Sailed on Lake Erie, Ohio/Michigan. Clean Schurr jib, main and spinnaker with lifting bridle. 1993 Johnson 2hp motor, sm cockpit cover, lg tent cover, trailer w/new tires/hubs/rims in 2003. **\$4500**. Located in Toledo, OH. Contact Michael Williams at (419) 727-9474.

**FS 4424** – Douglass built in 1988. White/white, very good condition, low freshwater miles. Midwest Aquatics race rigged; outboard

bracket; mooring cover. '94 Cooper easy tilt galvanized trailer, bearing buddies, spare, tires new in 2002. **\$5500**. Located in Lansing, MI. Contact Joseph Sheahan at [jwsheahan@gwsi.biz](mailto:jwsheahan@gwsi.biz).

**FS 4493** – Douglass built in 1988. Excellent condition white hull with blue stripes, includes custom canvas cover fully rigged for racing. Two suites of sails, Schurr racing main and jib (one year old) and North cruising main, jib and spinnaker. Long trailer is brand new. **\$6500**. Located in Dallas, TX. Contact Michael Tighe at (214) 320-1933 or [mttighe@swbell.net](mailto:mttighe@swbell.net).

**FS 4538** – Douglass built in 1988. Great boat, many sets of sails including newer North Tight and Loose set-ups. **\$6300**. Located in Key Largo, FL. Contact Jim Signor at (305) 394-4449, [jimsignor@remax.net](mailto:jimsignor@remax.net).

**FS 4809** – Flying Scot built in 1993. Excellent condition. White deck/hull. New tent over boom cover. Roller furling jib, fully battened mainsail, lazyjack system. Single handed rig. Spinnaker rig. Rudder hinge system, galvanized trailer. Anchor, motor, bracket, air bag. Winter storage canvas cover. **\$7500**. Located in Long Beach Island, NJ. Contact Jay Federman at (610) 864-3244.

**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 5010** – Flying Scot built in 1995. White hull, gray deck, medium blue trim stripes. North sails including spinnaker. Race package. Motor mount, swim ladder and deck handle, new mooring cover. Galvanized trailer. **\$6900**. Located in Islip, Long

Island, NY. Contact Don Murn at (631) 581-1045.

**FS 5020** – Flying Scot built in 1995. Excellent condition. White with blue trim. Galvanized trailer. Main, jib, light jib, roller furling, spinnaker. Complete with all equipment less life jackets. Custions, paddles, anchor with rope. Line bags and compass. Call for complete inventory. **\$9800**. Located in Fort Lauderdale, FL. Contact Michael Chapman at (954) 431-4931 (eves).

**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 5316** – Flying Scot built in 2000. White hull with dark blue waterline, race package, North sails, backtick compass, Sailor's Tailor mooring cover, swim ladder, line grab rail, outboard motor bracket, Trailex aluminum trailer. **\$9500**. Located in Miami, FL. Contact Neil Jones at (305) 971-6219.

**FS 5561** – Flying Scot built in 2003. Total use two weekend regattas. Condition showroom. White hull, red trim, gray deck. North main, jib and spinnaker. Trailex aluminum trailer. Full mooring cover. Race ready. **\$13900**. Located in Nyack, NY. Contact Dick Bracken at (845) 268-2863, [dickbrack@aol.com](mailto:dickbrack@aol.com).

**Wanted** – Who has a decent hull for sale? Don't need parts, sails or trailer. Contact Steve Hartman at (217) 359-5835, [steveh@jsmpts.com](mailto:steveh@jsmpts.com).

## Caveat Emptor

Continued on top of Page 20



# NEW MEMBERS

## Of The Flying Scot® Sailing Association

Sorted By District, Fleet and Last Name

### CAPITOL DISTRICT

#### FS 4859 / Fleet # 0/ District 4

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5918 Rockhold Drive  
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#### FS 5584 / Fleet # 0/ District 4

Michael Massie  
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Washington, VA 22747

#### FS 4693 / Fleet # 0/ District 4

David Provost  
300 Arbutus Drive  
Edgewater, MD 21037

#### FS 4324 / Fleet # 103/ District 4

Tom O'Connell  
2812 Abbey Lane  
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#### FS 5586 / Fleet #185/ District 4

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Chesterfield, VA 23838

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#### FS4381/ Fleet # 0/ District 8

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Cornelius, NC 28031

#### FS 2137/ Fleet #37/ District 8

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#### FS 4990/ Fleet # 7/ District 12

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Ardsley, NY 10502

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Victoria, BC, CN V8V 2H8

#### FS 4691 / Fleet # 0/ District 20

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Chelsea, MI 48118

#### FS 3174 / Fleet # 20/ District 20

Rudolfo & Vania Rassche  
5119 Christine  
Ann Arbor, MI 48103

### MIDWESTERN DISTRICT

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N53 W34338 Road Q  
Okauchee, WI 53069

#### FS 5582/ Fleet # 0/ District 24

David R. Yost  
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Brooklyn Park, MN 55444-2426

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5 Alroy Road  
South Weymouth, MA 02190

#### FS 2846 / Fleet # 0 / District 28

Robert Raymaakers  
95 Imperial Avenue  
Pittsfield, MA 01201

#### FS 5550 / Fleet # 14/ District 28

Kirk M. Leslie  
37 Old Cheshire Road  
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### OHIO DISTRICT

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Burton, OH 44021

### PACIFIC DISTRICT

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Van Nuys, CA 91406

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6416 Bob O Link  
Dallas, TX 75214

### HIGHLIGHTS of Scots'n Water



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(540) 972-0933  
[hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org)

### CAROLINAS DISTRICT

Tom Lawton  
102 E. Connally Street  
Black Mountain, NC 28711  
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