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From the President.....	4
A Look Into Our Crystal Ball.....	5
Flying Scot-Free	6
Flying Scots and Special Olympics in Houston	7
Growing Up "Scot"-ish.....	9
Atlantic Coast Championship.....	11
The "Other Side" of FSSA.....	13
The Albani Family's Journal of the Thousand Island Cruise	15
2004 Flying Scot Cruise to the Thousand Islands ..	19

In Every Issue

Starting Line	22
Caveat Emptor	23
New Members.....	25

ADVERTISERS INDEX

2 North Sails	14 Flying Scot, Inc.	24 Rooke Sails
6 Flying Scot Racing	16 Gus Sails	26 Quantum
8 Midwest Sailing	18 The Sailors' Tailor	27 Schurr Sails
10 Fowler Sails	20 Layline	28 FSSA

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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 ASCII Text, Word or WordPerfect format.

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From The President

by Bill Ross, FS 5210



By now, many have heard that St. Andrew Bay Yacht Club has opted not to continue hosting the Flying Scot Mid-Winter Championship. The yacht club has been hampered in recent years by its inability to provide better sailing conditions, because of limitations imposed on them by the U.S. Coast Guard. This brings to an end thirty-two years of sailing at the Panama City venue. We want to thank Newt Allen, commodore, and all the past leaders, members, race officers, and judges for the support and friendship extended to all of us in the FSSA. We hope to see many of you at future events in one capacity or another. We are pleased to announce we have selected a site for the 2005 Mid-Winter Championship, which will be at St. Petersburg Yacht Club in St. Petersburg, Florida during the first week of March.

In a recent issue of Sailing World, Gary Jobson, John Burnham, and JJ Isler each wrote articles about sportsmanship in sailboat racing. If you haven't read them, you should. Recently I had the opportunity to be a judge for a major

national championship. The event was limited to the best of the best. During the competition, one boat told another that it was OCS just after a start; the hailed boat--which, in fact, was not OCS--said, "Thank you," and returned to restart. In another incident, a boat was seen to have broken class rules by altering the rigging during a race. In another incident, a competitor's boat was vandalized at the dock.

Some of the incidents resulted in protests. In the case of the damaged boat--after the yacht club threatened to shut down the event--all the skippers agreed that each would pay a prorated share of the repairs. In another, the alleged OCS "claimant" was disqualified for a violation of Racing Rule 2. It states, "A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule if it is clearly established that these principles were violated. A disqualification under this rule shall not be excluded from the boat's series score." This is the second time in less than a

year that we have observed this type of incident, and each time it has been at the top level of the sport.

Fortunately, we have not seen activity like this in the FSSA. We don't have a lot of yelling, our boats measure in as they should, and we respect our crews (after all, they are the ones in the trench). Moreover, we somehow get around the marks unscathed by talking it out. Yes, passions occasionally run high. When they do, and you know you are wrong (or maybe right), go talk it over after the race and have a beer or something together. Remember this: "It's just another bowling trophy." *

As we write, our 2003 Flying Scot Adams Cup champions--Joni Palmer, Carrie Carpenter, and Meredith Dodd--are in Hawaii defending their honor in the 2004 Adams Cup sailing J24s at the Kaneohe Yacht Club. ▲

* quote by John Burke

HIGHLIGHTS of Scots'n Water



You've just bought a Flying Scot and are wondering how to rig it, sail it in strong winds or light air; raise, fly, and lower the spinnaker, recover from a capsized, trailer it, and lots of other little "tricks" that experienced Scot sailors know. The answers are in Highlights of Scots N Water. This compendium is chock full of useful information about the Scot, its history, its rigging, sailing, storage, etc. No Scot owner should be without one!

To order your copy call FSSA at 800-445-8629

A Look into our Crystal Ball

by Mark Schuurmans FS 2198

Visiting sailors offered kind words about the welcoming and relaxed atmosphere at this year's Crystal Ball Regatta hosted by Fleet 41 at Crystal Sailing Club (CSC). On the other hand, the race committee was a bit on edge due to varying and shifty winds. The determined efforts of PRO Steve Rajkovich and the rest of the committee led to three successful races on Saturday, all windward-leeward courses. No heroics by the race committee, however, could make up for the lack of wind on Sunday. The one optimistically attempted race had to be abandoned soon after the start. But before getting into this year's regatta results, here's a little background on CSC for those of you not familiar with our club.

Crystal Sailing Club was chartered in 1961 and is located on 780-acre, spring-fed Crystal Lake – one of the largest lakes in mid-Michigan. The club started out with Flying Junior and Flying Dutchman fleets. Although neither is currently active, at one point the club boasted the largest FD fleet in the country. In 1964 the Flying Scot fleet was added and currently is home to nineteen Scots. CSC is also home to Sunfish Fleet 264, as well as a diverse mixed fleet.

The current clubhouse and property were the result of the shrewd business sense of two of the club's founding members.

A section of property was purchased and subdivided, and lots were sold, mostly to club members. Proceeds from the sale of these lots were enough to cover the cost of the land and clubhouse such that no mortgage was necessary. The county agreed to move the road that originally ran along the lakeshore, so that the club could have the beautiful lakefront that we enjoy today.

Now let's get back to this year's Crystal Ball, which was held on August 14th and 15th.

Fourteen boats participated: eight from CSC and six from off-lake. Saturday was a beautiful, sunny day with 5- to 10-mph winds and 30+-degree shifts. Three races were completed, and they ended up determining the final standings. District Governor Michael Ehnis aptly commented that the Sunday races could have "broken the log jam" over 3rd place, since he, the Hawkins, and Freyja Davis each had 11

points. But it was not to be, and Sunday's highlights ended up being the pancake breakfast and lasagna lunch served before the awards presentation. Awards were given to the top three finishers:

Everyone said they had a great time, and we hope to have even more fun next year. If we look into our crystal ball, will we see you there? We hope so! ▲



RESULTS

<u>Pos</u>	<u>Sail</u>	<u>Skipper/Crew</u>	<u>Points</u>	<u>Fleet</u>
1	5488	Kent Davis / Susanna Tellschow	8.00	Crystal Sailing Club, Fleet 41
2	5015	Frank Gerry / Marianne Gerry	8.00	Delavan Lake Yacht Club, Fleet 114
3	3288	Brian Hawkins / Suzy Hawkins	11.00	Portage Yacht Club, Fleet 20

Flying Scot-Free

by Leslie Bilodeau, FS 1962

2 The ride to the lake was like every other. I kept glancing at the treetops to see the wind blowing the tips of the branches back and forth. My hopes were soaring as I said a silent prayer for the wind to hold. We'd been doing a fair amount of armchair sailing. But if my assessments were correct, today would be a wet, wild, and wonderful Wednesday on the water. I could feel my excitement building.

As I entered the gate, I saw Pat's red truck and Tom's blue van. I pulled up to the ready and willing faces of my fellow "stink day" sailors. We guessed the winds at 15, as we donned our weather and life jackets. A ride in today's winds with these two talented skippers was the "h" in heaven. My stomach flip-flopped as we began to rig Scot-Free.

Setting sail took us quickly into the back part of the harbor, allowing us little time for communication before tacking to a course out into the lake. It was a matter of seconds before the power of the blow laid the boat over 45 degrees. Instinctively, Pat and Tom let the sails out to bring us down some. I knew I was in capable hands. We set a course

toward the north end of the lake along the western shoreline. Our strategy was to sail an inland course to feel out the wind. It was a struggle to balance power and comfort. So we chose power and set out into the whitecaps.

Tom wanted the helm, and Pat was happy to give her over, taking the jib. Tom told us both to come all the way back in the boat. My job was to be sexy ballast as my jelly jammed in the roll and pitch. Scot-Free powered up into a nice heel. We planted our feet and hiked out to hold her, as Tom turned her in and brought her up to plane. I clung to the hiking strap, watching in wide-eyed wonder as a blanket of silky water covered the foredeck. Suddenly, I felt the shock of the cold water from the rooster tails reaching three to four feet up as the wind blew them back on us. Nestled in the middle of a skipper sandwich, I got only a small shock but felt a huge thrill from it. It was the first time I had experienced anything quite that exhilarating, and the first time I had ever seen a sailboat shoot a rooster tail. I let out my signature squeal of pleasure as we rode the waves like a trio of Carlyle Cowboys!

We were bull riders in a white-water rodeo!

I'm always awed by the power of Mother Nature and by her ability to humble me while allowing me to enjoy her at her finest. Feeling borderline masters of the universe/ dangerously close to the edge of our experience, we flew Scot-Free across the lake. Taking inventory, I counted as my lifelines the strength and experience of my talented friends, a hiking rope, a solid boat, and the feeling that I was part of something bigger. It was one of those precious moments that took my breath away. Oh, that I could live that feeling for a fraction of each day!

We wondered how many of our friends ever got the opportunity to experience the marvel we felt today. We agreed it probably wasn't enough of them. As I often do, I recognize that I lead a life of privilege. I am grateful to be part of these rare and precious moments, moments of transformation delivered by the hands of Nature, friendship, a Flying Scot, and a belief in the magic of a magnificent summer day. ▲

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JANUARY						
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						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
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Flying Scots and Special Olympics at the Houston Yacht Club

by Jack Yoes

As an associate member of FSSA, for several years I have appreciated the boat that Sandy Douglass designed and the people who sail it. My friend Ken Johnson (FS 2981) has invited me to several events. Our crews have included many kids and their friends, new-to-sailing friends, girlfriends, and pets in surprising combinations and numbers. Without exception, all involved have benefited from the experience of racing a Flying Scot.

The Houston Yacht Club (HYC) has recently begun to support a Special Olympics sailing team. The Galveston



Bay area Special Olympics Houston Rockets has four athletes, including my son Ken, training in HYC club boats for a competition at Corinthian Sailing Club in Dallas (Fleet 23). The training is about half complete and the athletes are on schedule to be race-ready in early October. The support of the HYC Board of Trustees, the flag officers, staff, and membership has been impressive. HYC members Brian and Leigh Ann Hawboldt are coaches and active supporters of the team. The Corinthian Sailing Club has hosted a regatta for Special Olympics for the last several years, featured previously in *Scots n' Water*, and it is now planning to include a Special Olympics class in its State Fair Regatta. Members there have seen the design features of the Flying Scot that make it a wonderful boat for these athletes.

While discussing the Special Olympics class for the October regatta, Steve Comen (FS 5330) mentioned that the FSSA had just selected the Houston Yacht Club for the 2005 NAC. At about the same time, I read the letter from FSSA President Bill Ross in Volume 48 Number 1 of *Scots n' Water*, challenging members to experience the satisfaction of teaching young children to sail. I am sure the members of FSSA will support the president and work to advance the interests of our sport. I suggest that Scot sailors around the country think of supporting Special Olympics and open the sport and the pleasure of racing a Scot to another group of athletes. There are existing Special Olympics teams around the country, which, like our group, have

Continued on Page 8

...Special Olympics

Continued From Page 7

qualified athletes ready to experience the world of sailing. The HYC Special Olympics sailors were chosen from the golf, power-lifting, and swimming competitors on our area Special Olympics team. It would be a dream come true to see a Special Olympics Division at the NAC next summer. Let others know if you think this is a program that your association should support.

We're definitely learning as we go, relying on the experience of HYC to guide the effort. I am sure that the support of the FSSA would increase the number of new athletes to experience the satisfaction and self-confidence that come with racing Flying Scots. There are many ways that your local club or fleet could choose to get involved, and Special Olympics are looking for leaders. Both Steve Comen and I (Jack.Yoes@UOP.com) welcome contacts from association members interested in starting a Special Olympics sailing team in their area. 🚤



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Growing Up “SCOT” -ISH

by Charlie Arnett, FS 927

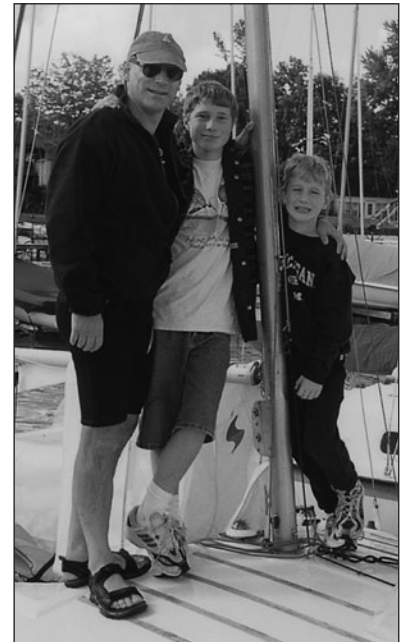
The year was 1963. Mom and Dad packed my brother, Roger, and me and my infant sister, Margaret, into our used '56 Ford and made the trip from Wayne, Michigan, down to Toledo, Ohio. Our mission that day was to pick up our new tangerine-orange-and-white Flying Scot, #451. It was shiny and beautiful and smelled of curing fiberglass.

I don't remember the first sails we took (I was 7 or 8 at the time), but an unfortunate pattern started to emerge at the launch ramps. The standard keel rollers on the Gator trailer were rather narrow. As a result, as our beautiful Scot was sliding off the trailer, the bow would come off the last roller and the roller bracket would put a big gouge in the gelcoat. After a few of these launches, Dad came up with a name for the boat—"Gooney Bird." His rationale was that she was graceful in the water like the gooney bird (albatross) is in flight—she just had trouble with the launches like a gooney bird has with landings. From those humble recreational sailing beginnings, the venerable Gooney Bird began to expand her role in the family. Dad, being the insatiable traveler that he was, decided that we could get the most from our vacation dollars if we camped instead of staying in hotels. Since we had to take our new, tangerine-colored family member on vacation with us, tenting was the way to go. We would fill up the Scot with our big Sears canvas tent, sleeping bags, Coleman stove, and cooler and set off



for lakes in need of exploration. One of the earliest I remember was Duck Lake near Interlochen Music Camp. My grandparents went with us with their Avion travel trailer (super deluxe accommo-

dations, to my 9-year-old mind). I do recall on that trip that my dad, being the engineer, wanted to do what he later would refer to as "failure mode analysis." Basically he stripped the Scot of any nonessential gear; then he and Roger and my grandfather donned their life jackets and went out to see how far they could push the boat before it tipped over. After about a half hour of really trying, they finally got it to capsize. Dad and Roger climbed over the high side and stepped onto the centerboard, and the Scot popped right back up. (It did take a while to get my grandfather back into the boat.)



One of our biggest adventures was cruising to Beausoleil in Georgian Bay. We had the boat so full of gear that there was no room for our feet. We motored with an ancient 2-hp Johnson Seahorse motor through the rocky passages and across the bay to the island. Since it is part of a provincial park, there were no commercial facilities on the island. About midweek we were in need of some provisions, so we sailed off on a cold, rainy day to Picnic Island, where there was a little general store. The owner, seeing us cold and wet in our orange foul weather gear, decided that what we needed was a nice, grilled steak dinner. He followed my dad around the store with a steak for about 20 minutes until Dad finally gave in. I do remember that it really hit the spot that evening for dinner.

Our daysailing was mostly on Lake St. Clair and Lake Erie during those early years. We would motor out the Clinton River at Metro Beach Metro Park on a beautiful, sunny day, getting funny looks from passing boats and people on shore because we would be busy putting on our foul weather gear. The rea-

Continued on Page 10

Growing up “Scot”-ish

Continued From Page 9

son for this was that Dad, having done his “failure mode analysis,” knew how hard he could push the boat, and he really loved to push the boat hard. Lots of spray coming over the deck was normal (“the crew’s primary job is to keep the skipper dry”), heeling past 17 degrees was common (looking over the high side to see the centerboard cavitate was always fun), and having water coming onto the leeward seat was not unusual.

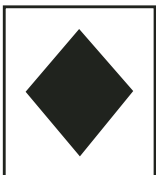
Our later daysailing was done on Kent Lake, another Metro Park but closer to home and having nice launch ramps, beaches, concession, and picnic facilities. In high school, my brother and I created a sailing club. Basically it was our Scot, a few of our friends, and as many girls as we could talk into going. We did most of the club sailing in May and early June, which meant not too warm and lots of wind--perfect conditions as far as we were concerned. We always brought extra sweatshirts and sweaters for the kids who were expecting a hot, lazy sail.

In my summers during college, the Scot was my accomplice in wooing my future wife. Hedy lived in southwest Detroit and had never been on a sailboat. We met at a summer factory job on the afternoon shift. Our first date was sailing with my family and my cousins at Stony Creek Metro Park. There were eight of us on the boat, which was a good thing, as it was blowing 18 to 22 knots and gusting over 25 (again, “perfect” sailing weather). Fortunately for me, what became Hedy’s paradigm for “normal” sailing was enough wind to blow the teeth out of your face, lots of spray coming over the bow, and water coming onto the leeward seat. We sailed as much as we could those two summers--the more wind, the better (visualize a full planing close reach under jib alone).

I bought a Sunfish the summer before my senior year, feeling that I needed my own boat. We sailed that boat from Maine to Colorado and lots of lakes in between. (We still have it, by the way; Hedy would never let me sell it.)

After short stints of a few years each with a Snipe and a Catalina 25, we bought Flying Scot #927. She’s a red Lofland with a white deck. When we sailed her for the first time, Hedy said she felt as if she was coming home. We keep our Scot at Portage Yacht Club in Pinckney, Michigan. After a couple years of daysailing with our young children, I decided to give racing a try. The folks at PYC were great at helping us get started. We managed to get in a few races that first season, sailing main and jib with the whole family as crew. The second season we managed a few more races and even used the spinnaker, with our boys, Mike and Chris, as crew. They felt pretty special being the youngest crew in the fleet, at 11 and 7 years old. Hedy, unfortunately, couldn’t crew for me as she had been diagnosed with breast cancer the previous August and had to severely limit her sun exposure due to the chemo and radiation therapy. The boys and I raced for the next season, and we had some pretty good competition among the last four boats of the fleet. Hedy did rejoin me last summer for the start of the season. She was feeling healthy, and both of us were excited about our new sails. Our sailing was cut short by yet another recurrence of her cancer. This time it had spread to her lymph nodes and was wreaking havoc in her abdomen. I wish I could give you a happy ending to this story. Hedy officially became an angel on October 23, 2003. The boys and I have made a few races this year, which tends to be a bittersweet experience. Our angel, Hedy, has used her influence to send some good sailing winds our way, providing us with a good dose of “hydrotherapy.” ▲

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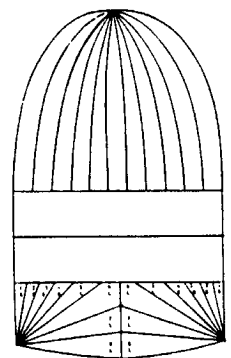
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Atlantic Coast Championship

The Edenton Bay Challenge

by Dave Batchelor, FS 4147

Here they were in Edenton, NC, a sailing venue that many of the competitors had never before heard of, and definitely one found off the beaten path. But, from the moment they arrived, most of the sailors were glad they had come. A cold front passed through on Friday afternoon bringing comfortable temperatures (hi at 80, low at 65) for the weekend. Harry Carpenter put on his usual great seminar, assisted by his daughter, Carrie. The winds were strong enough that Harry elected not to hoist the main after being reminded by Carrie about the solid whitecaps they had seen as they crossed the bridge coming into town. Everyone found a dock or seawall to tie up to overnight, and most dry-sailed after launching at the hoist. The 350' breakwater provided a very safe harbor.

I promised hospitality, and Agnes and Bill Powell and several of their neighbors surprised the early arrivers with an invitation to their home on the south shore of the Albemarle Sound for a cookout. The area was called Batchelor Bay, but

I failed to claim any land rights there. Well, let's just say that Agnes likes to entertain, and their idea of a cookout was more like fine dining. I won't give you all the details, as you'd be sorry you didn't come early. The view of the sound from their beautiful home, out through the cypress trees, was one of the most picturesque I can remember. Thanks for arranging this, Agnes. I owe you one.

There are a lot of things to think about when you to decide to start a new regional championship, like this inaugural Atlantic Coast Championship—especially when the regatta is not at your home club. Not to worry though, just delegate to people you trust. The little town of Edenton (6,000 lucky residents) in northeastern North Carolina on the western end of the Albemarle Sound is very accommodating. In fact, the residents go out of their way to make sailors welcome and have hosted several national championships. Jim Elliot of the

Continued on Page 12



Atlantic Coast Championship

Continued From Page 11

Edenton Yacht Club made arrangements for all the race committee boats and drivers and much of the equipment. John Slater was PRO, bringing most of his team from the 2003 NACs at Lake Norman, including chief judge Bob Bowden. They were assisted by Carolina Sailing Club commodore John Norton. These folks volunteered to come down as soon as the idea was hatched last year, even though it was a very long drive for many of them. To make the hospitality complete, Nancy



Nichols of the Chamber of Commerce arranged housing in some of Edenton's beautiful homes for the race committee. Check out www.visitedenton.com <<http://www.visitedenton.com/>> to learn more about Edenton.

I had been told that when a cold front brings those comfortable temperatures and strong winds on Friday, the weekend can be a challenge for the race committee and competitors alike. The new wind was competing with the sea breeze that we had suggested might happen, and on Saturday and Sunday the direction and velocity varied more than usual. Tom Lawton, newly elected FSSA Secretary and Carolinas District governor, gave an exaggerated estimate when he said it was 2 to 16 mph from the east & west. Dick Schultz, a Scot veteran who sails at Beaufort/Morehead City, NC, said he knew why they called the regatta the "Beaufort Bay Challenge." Well, true to form, the cream always seems to figure out these challenges and rises to the top. The race committee certainly set some excellent race courses in these conditions, and at least some of the



competitors figured things out pretty consistently. Some of us sailed our usual up-and-down regatta.

We had a good representation for this Atlantic Coast Championship, with boats from Florida, Virginia, Maryland, and North Carolina. David Neff and Allyson Summerfeld from Edgewater, MD, won the tie breaker against Hans Noordanus and Richard Dynes from Lake of the Woods, VA, to win the championship. Tom and Patti Lawton were the top North Carolina team, finishing in third, and received the William Singletary trophy as the Carolinas District Champion. Frank and Debby Gibson from Arlington, VA, were fourth, followed by Ron Pletsch and "Stick" from Sarasota, FL, in fifth. Skipper and crew received equal handmade trophies to recognize the reality of their contribution on most of the top boats; it's called a team.

This was a good representation of states and great competitors that we hope to build on in the future. The Capitol District will host next year's Atlantic Coast Championship, and we are already looking forward to building a great tradition for this event.

Thanks to all the competitors who sailed with us and to all, named and unnamed, who made this a fun regatta. ▲



The “Other Side” of FSSA (Confessions of a Daysailor)

by Ed Price, FS 4618

Ever since my wife, Chris, and I purchased our new Scot, “Daydream,” in 1989, I have been a member of the Flying Scot Sailing Association. My reason then and now for being an FSSA member is that a strong national class generates ongoing interest in the boat, which translates into continued sales and support for our manufacturer, Flying Scot, Inc. It’s a pleasure to have Harry Carpenter and his dedicated staff to call for answers to questions about the boat, as well as a source of quality parts to keep our yachts sailing. Try finding parts for a boat that is no longer in production and had multiple builders.

Given these obvious benefits, I must admit that I have struggled with the question of why relatively few Scot owners belong to FSSA. Having served in all officer positions in two local fleets over the past 15 years, I can report that many Scot owners simply feel that FSSA is “for racers only.” Since the majority of Scot sailors are not competitive racers, this is their primary reason for not joining or not maintaining a membership in the association.

On the surface, I can certainly understand this point of view. Almost every issue of our association’s fine magazine, Scots n’ Water, is filled with articles on racing at local, district, and national events. While I must admit that I’d like to do more racing, work and family commitments do not allow me sufficient time in the boat to develop my skills to a competitive level. Sailing, like golf, tennis, and every other sport, demands that you practice on a regular basis in a variety of conditions to be proficient. And, if we’re honest with ourselves, no one likes to be embarrassed by constantly finishing at the back of the fleet.

Does this mean that FSSA should in any way alter its commitment to racing? Not at all. Racing is what one-design sailing is built upon, and we shouldn’t forget that it is the racers who have played a major role in keeping the association intact. However, an equal emphasis needs to be placed on daysailing and cruising. Many of us, when we can find a free day, simply enjoy a leisurely sail with family and friends, maybe a pic-

nic lunch, and the satisfaction of returning safely to shore. The beauty is that the Flying Scot, unlike most one-design boats, can handle both activities equally well. The choice is yours to make.

I enjoy reading the member forums on the association’s Web site, www.fssa.com, and find that many of you share the desire for more information about cruising and making your Scot easier to rig and sail. Personally I’d like to see our magazine have a regular column about cruising; more “how to,” maintenance, and boat-improvement articles; locations of launch facilities in each district; and members’ favorite sailing areas. After all, I bought a trailerable yacht in order to experience as many different sailing venues as possible.

I would encourage each of us who shares an interest in daysailing to seriously consider writing an article or two for the magazine about your experiences and/or ideas for cruising your Scot. Feel free to contact Kay Summerfield, editor of Scots n’ Water, at slokay@earthlink.net for more information. The majority of articles in each issue must come from the association members and reflect their opinions and interests. Maybe if enough of us make daysailing a part of each issue and a priority at the local fleet level, we can prove that FSSA really is an organization that serves all Flying Scot sailors.

I commend current FSSA president Bill Ross and the other officers on their attempt to address the issue of growing the membership base with new ideas (see “From the President” in the Volume 48, Number 4 issue of Scots n’ Water). What are your thoughts? Please make them known to Bill Ross at WBROSS@alltel.net or to FSSA membership chairman Charles Buffington at BuffingtonCW@anes.upmc.edu. This is your organization, so let your voice be heard.

Finally, as members of FSSA, we really do have an obligation to talk about the benefits of the association to those Scot owners who aren’t currently members. When you’re finished with your copy of Scots n’ Water, don’t put it in the recycling bin; hand it to another Scot owner and ask him/her to consider joining FSSA. ▲

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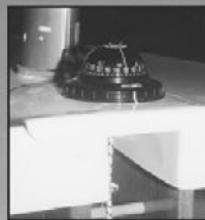
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Aquameter Sailor II Compass & Mount...

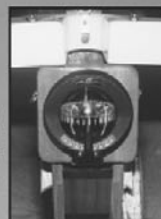
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$83.00

Plastimo Contest Tactical Compass & Mount...

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The Thousand Islands Cruise

The Albani Family's Journal

Frank Albani

Trying to plan a family vacation for two adults and three teenagers wasn't easy, especially when we are the type who always like to do something different. We aren't "rut" people who take the same vacation every year. We crave adventure.

When I read on the FSSA open forum about a cruise in the Thousand Islands by Graham Hall, I knew this was it. Planning was difficult. Never having cruised before and being a new Flying Scot owner to boot, at first I wondered whether I would need an engine, GPS, VHF, two anchors, extra sails, extra boat parts, and on and on. The list was quickly shortened by limited funds and trying to keep the boat as light as possible and as roomy as possible for five people for five days. We bought the suggested charts (don't say maps) and studied them. For fun, everyone highlighted the buoys on the planned route, so all of us knew what was needed to get from point A to point B. We kept our clothes dry in heavy-duty plastic bins with covers for each of us and one for the boat. We called them lockers.

The day finally came and we were off on the first part of our vacation, "The Saratoga Regatta." It was a fun race with lots of tips from all the people.

Next came the trip to the Thousand Islands area. We didn't make plans to stay anywhere the night before we



launched on our adventure. So we just drove into Sackets Harbor looking for a place to sleep and park the trailer over night. While driving around and checking out hotels, I saw a man walking who was wearing a sailor hat. I asked him where I could park my trailer, and he suggested his property. He turned out to be the unofficial town mayor, Mr. Diggins. His stories were great.

Launch day came. Hallelujah! I got to Wescott Beach at 7:30 a.m. I wanted to be first and take my time setting up and loading everything into the boat. I was amazed that everything fit and we had plenty of room for the five of us. I programmed everyone's cell phone numbers, all the dock names and phone numbers, and the hotel numbers into two cell phones (yes, I'm the cautious type). I checked my new VHF radio for the first time with the four other skippers. Two boats only had walkie-talkies, so I needed to monitor two different frequencies, VHF and FRS. Some of the other boats were delayed in getting started, so some of us left early. The other

boats having more experienced skippers would catch up later.

Once out on the water with two other boats, I thought we would stay together. Don and Barbara went one way, while Charles and Sarah went another. I thought it would be a good time to look at my charts and go my way. Got

my course, wind picked up, waves got big, and I started to wonder whether I had bitten off more than I could chew. Got my crew and the boat under control. Flying the Scot like there was no tomorrow. Everyone yelling like we were on a roller coaster, waves splashing over the bow--we were wet and loving it, I was thinking it doesn't get better than this. Then, all of a sudden, near-disaster hit. The outhaul broke (my fault). The sail was just flapping and getting ready to rip. Luckily the newly installed reefing line (being cautious again) on the boom saved us. I installed a temporary outhaul while in irons in 20-knot winds, riding 4-foot waves, with the main sheet trying to lasso my lifejacket and me into the water. Back in order and on course, we came around Grenadier Island and the beat turned into a run. All five Flying Scots were together now. One by one the brave ones (not me) were putting up their spinnakers. It was still great rid-

Continued on Page 16

Albani Family Journal

Continued From Page 15

ing the waves and running with the wind. We landed in Cape Vincent and had a great dinner exchanging stories with the other skippers. We were safe and our boat lockers were dry.

Day 2, heading for Clayton, all of the boats started together. Westerly winds and currents were in our favor. Helping Whitney do a crossword puzzle over the radio was different. It was so smooth that Graham sat on his beach chair on his foredeck taking movies of all of us. As we rounded a point with all the spinners up, I noticed groups of people running to the shore to watch and take pictures of us. Vanessa, Michael, and Patrick took turns being pulled through the water like water-skiers. We landed, went to the boat museum, had dinner, and exchanged stories.

Day 3 going to Gananoque, Canada. Navigating around the many small

islands looked impossible on the chart. Our leader, Graham Hall, planned the way to go with certainty. We took off and again flew there with new confidence. Landing was another story. The only slip available was pointed directly upwind with no room for error around the million-dollar yachts. Somehow I made a 180-degree turn into the slip without hitting anything and pointing upwind. Wow; we did it! Canada was great. We stayed in a bed-and-breakfast that was like home and saw a play that evening.

The next day it was raining and the wind was blowing hard, making it difficult to get out of our slip. Luckily, a motorboat came by and towed us to the breakwater. We now had to catch up with the others, who had left an hour earlier. Charting our way alone through a narrow channel while avoiding large ships, I thought it would be a good idea to pass outside of the green buoy. Wrong! The only rock our centerboard

found. Still plotting on our own, trying to catch up, we were in Eel Bay. We took out the waterproof charts (GPS didn't make the short list) to find "The Narrows" (a very thin channel with high cliffs). Looking at the compass, it pointed to what appeared to be a solid mountain. Doubting the compass reading, the five of us pointed in five different directions. Then, all of a sudden, our VHF radio called out, "We see you." The others guided us to where my compass had originally pointed. Never doubt your compass. With a great spinnaker run up the St. Lawrence, everyone switched positions in the boat. Landing in Alex Bay, all five Scots parked in a row in front of Fisherman's Wharf. Graham's boat was in front, with three flags flying. Memories you can't describe. Only disappointment was that it was over, but the letdown was quickly erased when I heard of plans for next year's cruise. Thanks to all who helped us make this a memorable adventure. ▲

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 - 2003 Great 48 1st Overall
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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!

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Diane Albani

When my husband, Frank, bought the Flying Scot, I knew we would have a lot of fun learning to sail, but I never imagined we would have exciting adventures like cruising the Thousand Islands. As soon as we made the decision to go on this vacation, the planning started. What would we take? How would we keep our clothes dry? Would our family of five be comfortable enough on a small sailboat to enjoy the vacation? Where would we stay each night? Finally, the long-awaited departure day arrived.

Our first stop was a regatta in Saratoga, where we met Tom and Laura, who would accompany us on the cruise. Graham, Whitney, and baby Morgan were there also, to be joined by Moppy on Monday. The other Flying Scots, with Don and Barbara and Charles and Sarah, arrived at our launching place on Monday.

Monday started off cloudy but turned to sunny by the time we set sail. Reading the charts was my biggest obstacle, but, by the end of the trip, it all made sense. You must read everything accurately or you'll end up on rocks! The sail started off with calm waters and light winds. By the time we rounded the first island, the winds had picked up tremendously and the sky had turned cloudy. My nerves soared with the wind. With each bounce on the waves, we became wetter and wetter. Then we heard a loud snap, and Frank said our outhaul had broken. At first I thought the shroud holding the mast had broken, and, of course, I went crazy. With Frank's expertise, we managed to run a new line in heavy winds and choppy water and continue on our way. Finally, we arrived at Cape Vincent, where I breathed a sigh of relief. Tomorrow had to be calmer, I thought, and my prayers were answered—a wonderful spinnaker run to Clayton in smooth waters with sunny skies.

On Wednesday, we sailed to Canada, a nice trip in fantastic wind. We even sailed with our spinnaker until my son

Michael alertly noticed sea gulls sitting on rocks directly in front of us. We should lower the spinnaker this quickly in a race!

The weather on Thursday began with rain and dark skies. With winds at our bow, we had to be towed out of our slip. The others were at a different marina, and they set sail before us. Our navigating skills were really put to a test, because the leading Scot wasn't in our field of vision. At one point, our crew debated which way to go. Again, my nerves took over, since I was sure we were going the wrong way. Finally, we heard the other Scots on the VHF and were led in the right direction through the Narrows and into the channel to Alexandria Bay. Up went the spinnaker (we were getting really good at this by this time). We joined the others at Boldt Castle, where we enjoyed ice cream. To quote Sarah: "Crew needs ice cream."

This ended our fantastic adventure on the Flying Scot with new friends we will cherish and hope to see at future regattas and cruises. 🚤

Michael Albani

Though the sailing trip to the Thousand (actually, 1855) Islands was not my first or only trip of the summer, it certainly was the most exciting. Each day ushered in new experiences. My sailing experience is limited; I was nearly swept off my feet, or rather out of the boat, when confronted with the windy conditions and choppy waters of Day 1. Among the casualties was Whoosh's (our boat's) outhaul. A loud "ping" accompanied its give-out under pressure. A makeshift replacement lasted the rest of the trip. Following our triumphs over hefty seas, our boat relaxed during a long spinnaker run accompanied by the surfing of waves. I was elated to discover at dinner that the sail ranked among Graham Hall's "all-time top 10 sails." What a treat to begin the trip!

Day 2 consisted of a spinnaker run during which Patrick, Vanessa, and I took turns bodysurfing behind the boat, which was moving so quickly that it

was difficult to hold on to the rope. We visited the boat museum in Clayton.

During Day 3, we followed Tom and Laura the long way up to Gananoque and had an interesting time finding our slip in the marina. That night we saw a play that shed light on the experiences of a con artist.

The last day together, we set out late due to a storm and found ourselves behind the group. Some difficulties navigating, accompanied by rocks chewing up our centerboard, contributed to a difficult morning. After navigating through the Narrows and making another spinnaker run, we joined the group at Alexander Bay. There the group enjoyed a farewell dinner and the presentation of a thank-you gift to Graham for leading us on this expedition.

The sailing was great and the accompanying group was just as fantastic—a vacation I will never forget! 🚤

Patrick Flanigan

The sailing trip to the Thousand Islands was a blast. I had lots of fun. The first day was unexpected. The wind and the waves picked up. We were getting hit on all sides by four-foot waves. In the end, we were all drenched with water. A couple in the other boat got the worst of the waves. All their clean clothes were soaked, but, luckily for us, we had waterproof Tupperware boxes. Another unexpected thing happened when we were sailing along nice and fast. I heard a "ping" and all I thought was "Don't flip." The outhaul snapped, but we fixed it.

On the second day I was prepared for the heavy winds and big waves again, as we cast off for the longest sail (to Clayton). We flew the spinnaker most of the way. This was when I got to fly it for the very first time. It was fun but frustrating at first, but I eventually got the hang of it. About an hour into the trip, all of us were beginning to feel the heat of the sun, so we took a dip. We had the

Continued on Page 18

Albani Family Journal

Continued From Page 17

boat drag us. We were going so fast that the rope hurt my hands, but it was so much fun! We eventually docked at Clayton and went on to the boat museum. I saw lots of cool race boats that I wanted to take a ride in. My favorite one was Dixie II.

By the third day, all the early mornings were starting to catch up with me, but I was ready for the sail to Canada. This was the first time I had ever left the USA. Aside from the accents, Canada is just like the US. Graham Hall, the head of the expedition, bought the crew some hors d'oeuvres that turned into dinner. Afterwards, we saw "Love and Larceny," a musical. I liked it. It was very funny and the music was great.

Finally, on the fourth and final day, we sailed back to the US to Boldt Castle, where I had the biggest ice cream cone

that I've ever had. Before we all ate dinner, we presented Graham with a map of our trip signed by all of us.

Altogether, I liked the trip. It was a great experience for me. I learned a lot about sailing and had fun doing it. I also can't forget the group we went with. They made the trip even more enjoyable. ▲

Vanessa Albani

My family and I took a trip to the Thousand Islands in August 2004. Before we set sail, I didn't know what to expect. Was the water going to be calm or was it going to be like "The Perfect Storm"?

The first day was one of my favorite days of the voyage. The sun was out for most of the day, and there were waves that reached up to 4 feet. Some of the waves went over the bow of the boat and splashed us. We even rode some of the waves. By the end of the day, we were

all drenched and needed dry clothes from our sealed Tupperware box.

I enjoyed learning how to steer the boat and figuring out how to catch the wind.

During the day, I jumped into the water and took a swim holding onto a rope that was attached to the stern of the boat. Using the spinnaker was difficult, because I didn't know what I was doing. After my father gave me an explanation, I was able to do it all by myself. I loved sailing from town to town, but I thought that we should have spent more time in each town rather than just one night.

Without the other people on this adventure, this trip wouldn't have been as much fun. I enjoyed talking to these people, and I hope I will see them again in the near future. As a teenager, I thought this expedition was an excellent learning experience for me, and I would definitely go on another cruise like this. ▲

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2004 Flying Scot Cruise

THE THOUSAND ISLANDS

by Charles and Sarah Buffington, FS 5347

We'd heard for years about the legendary Flying Scot cruises of the Thousand Islands led by Graham Hall, so when his announcement popped up on the Forum section of the FSSA website earlier in the summer, Sarah and I said to ourselves "this is something we've got to do". We'd planned to go to the Canadian Championship anyway, so adding a week of cruising on Lake Ontario and the Saint Lawrence River made perfect sense. And staying in river-front motels instead of camping was the luxury that sealed the deal.

We joined the other 4 Scots at Westcott Beach State Park near Sackets Harbor, got the boats in the water, charted the course to Cape Vincent and took off on a 23-mile sail around Peninsula Point and Grenadier Island. That's open water at the east end of Lake Ontario with a 100-mile fetch since the wind was out of the northwest. Fortunately, the wind didn't build until early afternoon, so the waves were smaller than they could have been. Sarah and I slipped into heavy weather gear when the wind picked up, so we didn't get as wet as some of the others. We also had our clothing in dry bags. And the charts were printed on waterproof paper, a good thing because they spent a lot of time sloshing around in the bottom of the boat. We made the distance in just short of 5 hours, arriving in time for refreshments on the lawn and a great meal at Captain Jacks. The day made Graham's Top Ten best sails list and real-

ly increased our confidence in the Scot as a safe boat in open water. Here's a photo of Sarah checking the chart. Note the open water:



The youngest member of the cruise was Whitney Hall's son Morgan, who slept in the "stateroom" under the foredeck of Graham Hall's Scot during our sails and learned the manly art of peeing over the side.



On Tuesday morning, we set off on a 15-mile run down current and down wind to Clayton. Don and Barbara Griffin decided to make the sail with spinnaker alone and commented that the view improved immensely without the boom and other sails.



About this time Sarah decided to go swimming and found that she could surf behind the boat by hanging onto the safety rope while I headed off on a broad reach. It turned into one of her favorite activities for the trip.



Continued on Page 20

Albani Family Journal

Continued From Page 19

Graham set up a lounge chair on his foredeck and happily photographed the event as we cruised down the river. That's Whitney, Morgan and Moppy with him.



Clayton's municipal pier provided good dockage and was right next to the famous Wooden Boat museum. The museum had birch-bark canoes, Adirondack guide boats, sleek powerboats, even a sailing canoe like the ones that Sandy started out sailing in that area. The motel was a bit of a hike from the dock, but nothing difficult for the intrepid Sarah:



Clayton turns out to be the home of Thousand Island salad dressing and we had dinner at the hotel that first served the concoction.



The sail into Canadian waters the next day was pretty rowdy. More wind and waves on the port quarter plus a sleigh ride down into a narrow channel. Four of the boats stayed at the Gananoque Inn and pulled into their

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Photo courtesy Jim Kransberger

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small harbor in quick succession; zip, zip, zip. The boats really bounced around during the night as the wind and waves increased, but careful mooring and extra lines prevented damage.

The group met for dinner on the lawn of the Inn, a very pleasant spot.

Tom and Laura looked quite at home with Morgan:



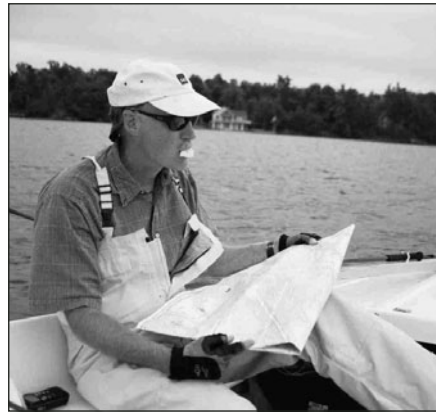
Don Griffin and Graham conferring about the next day's course:



People were getting to know one another pretty well by this time, especially Frank, Diane, Patrick, Michael and Vanessa who (miraculously) were still talking to each other at the end of the trip:




Thursday morning met us with rain and even higher wind...a steady 15 knots with higher gusts. We delayed our departure until one squall passed, suited up in foul weather gear, and took off on a 20-mile sail to A-bay (as Alexandria Bay is commonly known). The Albanis were delayed getting out of their harbor, so they followed. The run was just about dead down wind through a shoal-infested area so we had to pay careful attention to the channel markers. We made the first 11 miles in 1:20. Here I am with a piece of cheese in my mouth taking a breather afterwards:

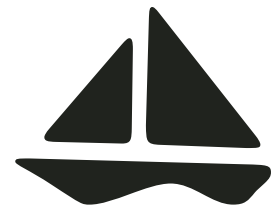


We stopped at a state park to view a butterfly habitat and wait for the Albanis to catch up. After passing the Narrows we cruised down the river past



Millionair's Row, a series of houses built by the filthy rich in the era before income tax. Boldt castle is a prime example. Here's a photo of the boiler house, a separate building because boilers tended to explode in this era before safety standards were developed:

The last evening in A-bay found us all a little sad that the trip was coming to an end. We'd gotten to know each other surprisingly well and shared an adventure with memories that will last a lifetime. 



STARTING LINE

Calendar Of Monthly Events

January 15 & 16, 2005
Upper Keys Sailing Club
Key Largo, FL
Info to come.

February 5 & 6, 2005
Lake Eustis Sailing Club
Eustis, FL
Contact Chuck Smith at
(407) 880-1476,
chuckswines@prodigy.net.

March 5 & 6, 2005
Davis Island Yacht Club
Tampa, FL
Contact Mike Roberts at
(727) 582-9023,
mkrdc@aol.com.

Mid-Winter Championship
March 7 - 11, 2005
St. Petersburg Yacht Club
St. Petersburg, FL
Go to www.spyc.org
for more information.

The Caledonian
June 25 & 26, 2005
Willow Bank Yacht Club
Cazenovia Lake
Cazenovia, NY
Contact Peter Colman,
w:(315) 446-7084,
h:(315) 682-6587,
pacolman@aol.com.

Wife-Husband Regatta
June 25 & 26, 2005
West River Sailing Club
Galesville, MD
Contact Hans Noordanus at
hans.noordanus@lowsc.org.

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2005 MID-WINTER CHAMPIONSHIP

March 7 - 11
St. Petersburg Yacht Club
St. Petersburg, FL

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FS 59 – Douglass built in 1959. Red hull, white deck, three sets of sails, extra rudder and tiller. Over-the-boat cover and trailer. No leaking, but needs new bottom paint. **\$1500**. Located in OH. Contact Jay Gilbert at (419) 756-6846, jgilbert@neo.rr.com.

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.

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.

FS 708 – Douglass built in 1965. Blue hull, white deck. Complete restoration and refinishing 2002 - like new! North sails, net galvanized trailer, Sailor's Tailor cover. Very, very good condition. **\$5000 obo**. Located in Lake Hopatcong, NJ. Contact Martin Mick at (973) 663-3544, mdmick@optonline.net.

FS 971 – Douglass built in 1966. White with green deck, two sets of sails, one set new North jib and main. Galvanized trailer in good condition. **\$3700**. Located in Kennewick, WA. Contact Diane Ellis at dsails01@charter.net., (509) 585-1203.

FS 1056 – Douglass built in 1967. Light green with white deck. Two sets of sails, one spinnaker and pole, lifting bridle, motor bracket, new Sailors Tailor over the boom

cover, trailer, 200. Located in NE Ohio. Contact Gary's Footing at (330) 877-4541.

FS 1255 – Customflex built in 1968. Red hull with white deck. Two sets of sails, one spinnaker and ple. 3hp Johnson motor, garaged Pamco trailer. **\$2700**. Located in Atlanta, GA. Contact Harold Wilde at (770) 926-4191, hg Wilde@bellsouth.net.

FS 1394 – Douglass built in 1968. White with red boot stripe. Two suits of sails with spinnakers. Harken blocks rigged for racing. Mooring cover and small cockpit cover. Spinnaker pole anchor, etc. Removable motor mount. Sterling trailer. **\$2700**. Located at Berlin Lake, OH. Contact Gordon Shasteen, (330) 337-6771, shastgn@earthlink.net.

FS 1565 – Customflex built in 1969. White /white, dark blue waterline, red anti-fouling bottom, teak trim and deck supports, new bottom bals core, boom and mast, gasket, rub rails, tiller and extension. Sailor's tailor cover. Galvanized Gator trailer. Schurr racing and tri-color spinnaker. Thomas day sailing. Dry sailed, garage stored. Will deliver. **\$3500**. Located in Cincinnati, OH. Contact John Seillers at (513) 489-7282.

FS 1653 – Douglass built in 1970. Renovated older trailer and in very good condition. New tires, wheels, bearings, lights, axel, tongue, paint, rollers, bunks and winch. Harken blocks, new aluminum spinnaker pole, no spinnaker. North racing sails in good condition. New Schurr cruising sails, main rigged for jiffy reefing. CB gasket replaced and CB reglassed. **\$3750 obo**. Located in Dunstable, MA. Contact Joseph Vcek at joseph_vcek@yahoo.com.

FS 2149 – First **\$250** purchases this hull. Good condition. Contact Don Hurst at (410) 620-6062, dhurst30@comcast.net.

FS 2184 – Customflex built in 1972. White, blue water line. Garage kept - Excellent condition. 1978 Pamco boat trailer. Original owner. **\$2950**. Located in Chicago, IL. Contact Pantelis Kosiopoulos at (312) 649-0550, kosiopoulos@earthlink.net

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 2625 – Douglass built in 1975. Class A Racer - Family oriented. Includes sails, trailer and outboard motor. In prime condition. **Call for price**. Located in Livingston, NJ. Contact Shirley Friedman at (973) 992-9054.

FS 2673 – Douglass built in 1974. Very good condition. Fresh water sailed, inside winter storage, three suits of sails, racing light air. Two spinnakers with turtle and gear. Lifting bridle. **\$3200**. Located in Central NH. Contact Edward Godfrey at (603) 522-9086.

FS 3230 – Customflex built in 1978. Yellow hull, white deck, three sets of good sails, boom tent, motor bracket, two tillers, anchor. AMC tilt-trailer, all new tires, wheels, winch jack. Kept covered (in Virginia until last year). Unused for several years. **\$3800**. Located in Port Charlotte, FL. Contact Ray Chasteen at (941) 627-1091.

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 4012 – Douglass built in 1983. White, blue striping, crisp Schurr main and jib, spinnaker, other used

sails; fresh water only, uprated vang; boom tent, Sailor's Tailor deck cover, Tee-Nee galvanized trailer, motor (non-working) and mount. Fast boat in very good condition. **\$4900**. Located in Chattanooga, TN. Contact Ian McLeod at (423) 240-9473, aimcleod@comcast.net.

FS 4225 – Douglass built in 1986. Excellent condition. Schurr sails, always protected when not sailing so in good shape. Boom tent, with extension. TeeNee galvanized trailer. Outboard motor mount, and one 1/2hp motor, but motor has not been used in some years, so am not sure of condition. **\$6150**. Located in Lake Gaston, NC. Contact Bob Moorhead at (919) 929-3338 or rbm@intrex.net.

FS 4331 – Douglass built in 1987. Very good condition. White with blue trim. Fresh water, dry sailed. Stored winters. Two sets sails including spinnakers. Tactical compass. TeeNee trailer, new bearings, recent tires, Bearing Buddies, cover. Flotation kit, mast collar, extras. **\$5000**. Located in Dayton, OH. Contact Jim Robinson at (937) 294-8763.

FS 4408 – Douglass built in 1987. Very good condition, never raced, off white with blue trim, dry sailed, stored winters, custom full cover, Schurr sails, spinnaker like new, lifting bridle, extra tiller, anchor with rhode. 1987 TeeNee trailer with spare, 3.5hp Nissan with outboard brackets. **\$5000**. Located in Oceanport, NJ. Contact Wolfgang Kornweibel at (732) 291-8892.

FS 4479 – Douglass built in 1988. White with teal trim. One year old Beaton sails, three year old North sails. Good racing record. Trailer. **\$5200**. Located in Toms River, NJ. Contact Arthur Bailey at (732) 929-8944.

Continued on Page 24

Caveat Emptor

Continued From Page 21

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.

FS 4585 – Douglass built in 1990. White hull with blue waterlines. Rigged for racing. Excellent condition. Aluminum trailer purchased new in 2003. Highly competitive racing bottom applied in 2003. Factory installed race package. North main, jib and spinnaker. **\$7000**. Located in Harwich Port, MA. Contact Thomas Lewis at (617) 696-1171, tom.lewis@fmr.com.

FS 4653 – Douglass built in 1990. White with blue boot stripe. New North sails race ready, additional old set. TeeNee Trailer. **\$6000**. Located in Key Largo, FL. Contact Phillip Wieland at (954) 309-3554, (305) 453-0887.

FS 4657 – Douglass built in 1990. White hull with navy trim and waterline. TeeNee Trailer refurbished 2003. Always under covers on trailer. Light recreational use only. **\$5250**. Located in West Chester, PA. Contact David Morton at (610) 692-4515.

FS 4674 – Douglass built in 1990. White with teal trim. Great racing record. Hull, spars, rigging excellent. Four year old North sails okay for daysailing and club racing; should probably be replaced for serious competition. Silva racing compass. Trailer, winter cover. **\$6500**. Located at Sayville YC, NY. Contact Phil Linker at (631) 472-3170, burrlink@aol.com.

FS 4758 – Douglass built in 1991. Excellent condition. White deck/hull. Two sets sails, spinnaker pole, motor mount and bracket, galvanized trailer. Rinsed, covered and stored on trailer after each use. **\$6200**. Located in Dumont, NJ. Contact Bill Seveck at (201) 387-8724, wseveck@verizon.net.

FS 4881 – Douglass built in 1993. White hull, red stripe, main, jib, boom cover, winter cover, lifting bridle, motor mount. (New, unused 2.5 HP Mercury motor - extra cost)

Used for family recreation. Galvanized trailer. **\$6500**. Located in Northern Barnegat Bay, NJ. Contact Dorothy Windhorst at baker25@comcast.net.

FS 4907 – Flying Scot built in 1993. White/white, blue bottom; galvanized trailer, race equipped; Sailor's Tailor custom mooring cover, Schurr Main, jib and spinnaker, lifting bridle, motor mount. Average sailed 3-4 times/yr; inside winter storage thru 2000; dry sailed since 2001; One year dry parking slip. **\$7000**. Located in Annapolis, MD. Contact Robert Shuler at (301) 983-8593.

FS 4978 – Flying Scot built in 1995. Excellent condition. White hull/deck, red waterline and trim strips. New 2004 North Sails main and jib. Schurr spinnaker. Wh pole. Boom cover. CB with mahogany cap and mounted compass. Galvanized trailer. **\$6500**. Located in S. Yarmouth, MA (Cape Cod). Contact Scott Dunphy at (617) 244-9754, scottdunphy@comcast.net.

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 5171 – Flying Scot built in 1997. "Rhino" Excellent race record, North right rig sails, full covers, compass. **\$9500**. Located in Westport, CT. Contact Josh Goldman at (917) 859-7764.

FS 5300 – Flying Scot built in 2000. Excellent condition, used sparingly, garaged in winters. White deck and hull with dark blue waterline and trim stripes. Trailer. Aluminum trailer. No main, including spinnaker, boom covers. Motor bracket, electric motor, solar charger, swim ladder and grab rail. Rudder lift. **\$9500**. Located in Ohio. Contact Michael Nolan at (740) 753-1961.

FS 5581 – New Flying Scot built in 2004. Never sailed. White hull, grey deck, dark blue waterline and trim stripes; mahogany CB cap. Schurr main and jib with windows. Custom blue cockpit cover, web lifting bridle, jiffy reefing, Trailex aluminum trailer. Selling due to health problem. **\$12,950**. Located at Flying Scot Inc, MD. Contact Jack Murphy at (603) 924-7482.

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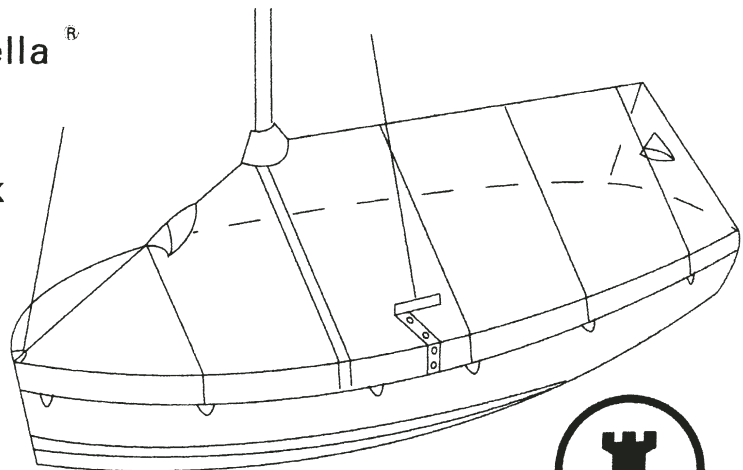
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Graeme Clark
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Continued on Page 26

NEW COLORS FOR THE FSSA BURGEE

The FSSA now has available two color schemes for the FSSA burgee that can be used as Class Flags for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division. Price is \$25,00 plus \$6.00 S&H.

To order please call FSSA
at (800) 445-8629.

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Continued From Page 25

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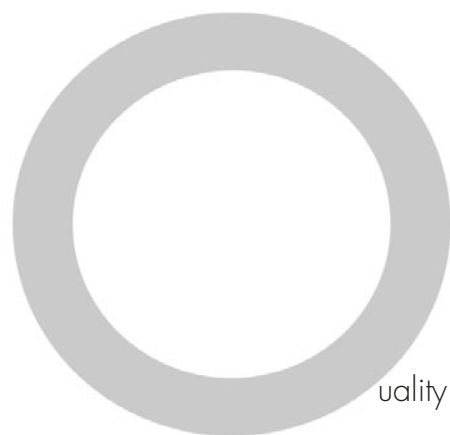
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