

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 49 NUMBER 1 2005

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Championship
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OF RACE**

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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



As I write this, it is mid-December and all of us are anticipating those dull, gray days of winter, thinking of what to do in the coming months. Well, this is the time to get your boats back into tiptop condition for your spring outings and the Midwinters that will be on us before we know it.

Speaking of Midwinters, many of you know that we are looking forward to a new sailing venue at St. Petersburg Yacht Club (SPYC) during the first week of March. From the reaction of the sailors, this first-time-at-SPYC event could be the largest Midwinters in years. The staff at SPYC has appointed the regatta chair, who is well down the road with his planning. We are looking forward to a welcome party on Sunday night hosted by the FSSA, Flying Scot, Inc., and other soon-to-be-announced sponsors. There will be a "warm-up" event at Davis Harbor YC, also on Tampa Bay, as part of the Florida Districts. Then there will be a racing clinic on Monday, followed by practice racing on Monday afternoon. Other events are planned that will make this a truly memorable week for all. SPYC has excellent facilities, race organizers, and area attractions. The YC facility is open to all for dinners,

entertainment, etc., so we could not ask for more hospitality. The Notice of Race is located on page 18 of this issue. Plan to attend, and watch *Scots n' Water* and www.fssa.com for additional information.

Have you noticed how good *Scots n' Water* is looking? For the big job of producing our class magazine, last spring our fine [volunteer] editor, Kay Summerfield, enlisted Marti Worthen of Fleet 48 at Lake Norman Yacht Club to help with proofreading. Marti is an editorial assistant at Wake Forest University School of Medicine. We can't thank her enough for her donation of talent and time.

Houston YC will be hosting the NAC this summer. Again, we have been blessed with a great lineup of talent and facilities. Jim Tichenor, who is no stranger to the FSSA, will be acting as the PRO. Jim has served as a Judge for several NACs in recent years and has run many world championships. Jim has proposed to the National Championship Committee (NCC) that we offer a third course to sail as an experiment. The NCC, after lively debate, has agreed to give its blessing. Therefore, we are going to sail the trapezoid course. The windward-leeward

and triangle-windward-leeward (Olympic) courses will be included as options.

The "trap" was first used in the '96 Olympics. Jim and I served on the 470 course, where both men's and women's fleets were competing, and the trap was used quite successfully for every race. The trap is well suited for the racing we do at the NAC with two divisions on the course at the same time. Why? Because, the two groups are separated in such a way that the leaders of one division don't find themselves mixed up with slower boats of the other division.

Jim Tichenor will write a primer article about the trapezoid course for *Scots n' Water* this spring, and he'll devote some lecture time at the NAC to be sure that all competitors are comfortable with the course. If you are not familiar with the trapezoid, look at the diagrams on page 119 of your new Racing Rules of Sailing.

There are lots of great activities and sailing experiences coming up. Now is the time to bring those newcomers along with a little wintertime training on rules, "go fast" tactics, boat tuning, and more. Spend some time with them, and have a few parties to keep you all warmed up!

Happy New Year! 🏴‍☠️

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 capsize, 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!

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Delavan Lake Yacht Club Hosts Disabled Sailors

by Jack McClurkin FS 5404

- 18 disabled sailors
- 9 Flying Scots
- 4 partnering organizations
- 1 world-class instructor

On September 25, 2004, ten disabled wheelchair athletes from the University of Wisconsin, Whitewater, Wisconsin, campus (UWW) joined eight disabled sailors from the Judd Goldman Foundation, Chicago, Illinois, for a disabled sailing clinic held at Delavan Lake (WI) Yacht Club. This was the first disabled clinic held at DLYC; it was inspired by leaders from all participating organizations.

The UWW athletes had no prior sailing experience, although all of them are participants in intercollegiate disabled athletics. The Goldman sailors all had previous sailing experience in a non-racing environment, sailing Freedom 20s and Sonars on Lake Michigan. The Goldman Foundation uses sailing as a part of rehabilitation from serious injury or accident but does not offer any racing program.

It is our understanding that most disabled sailing in this country is held in coastal environments. Using DLYC as an inland venue for disabled sailing has appeal for various reasons, including safety and the ability to offer a racing program. In addition, UWW, located about 45 minutes from Delavan Lake, is active in promoting activities and clinics for the disabled. The lead instructor for the event was Betsy Alison, five-time Rolex Yachtswoman of the Year and a coach at the 2004 Paralympic Games in Athens, Greece.



Allison Instructs



On The Dock

The clubhouse at DLYC was remodeled eight years ago and is equipped for the disabled. The yacht club also has level, stationary docks that are wheelchair-accessible. There is no harbor or river to cross, so open-water, inland-lake sailing begins when the boat is cast off from the dock.

The clinic began with a morning class session. This session, taught by Alison, focused on the basics of sailing. Following the class session, the sailors were loaded into the Flying Scots. The Flying Scots were securely tied to the dock at both bow and stern. The wheelchair sailors then dropped off their chairs, onto the dock, and into the Flying Scots. Most of the sailors needed only minimal assistance, which was provided by local volunteers and members of the UWW wrestling team.

The Flying Scot was chosen for its stability and the roominess that was needed for the disabled sailors. No adaptations or modifications were made to the nine Flying Scots from the Delavan Lake fleet used for this event.

Each of the Flying Scots had two disabled sailors on board, along with one able-bodied sailor from DLYC. Six rescue boats provided by Delavan Lake Sailing School were on the water in close proximity to the sailors.

Continued on Page 6

Lake Delavan...

Continued From Page 5

The morning sail was in winds 5 to 12 mph from the northwest under sunny skies. One of the disabled sailors operated the boat from the helm, while the other operated the main and/or jib sheets. The able-bodied sailor acted as an onboard coach and adviser.

After lunch, class resumed on shore. Instructor Alison taught the basics of sailboat racing and informed the class of the procedures for the afternoon sail. Once on the water again, the sailors practiced simultaneous tacking drills "on the instructor's whistle" and three starts.

Three short races were then conducted in the same 8- to 12-mph northwest winds with the disabled sailors at the helm and on the sheets. The experienced, able-bodied sailors on board directed the new sailors during the races, especially at the start and during close crossing tacks.



Away From the Dock

Following the afternoon sailing, we gathered for a dinner homemade by DLYC's "Golden Girls," all octogenarians. An awards ceremony for the disabled sailors concluded the day's activities.

We as a club were honored to be able to host this event. As a fleet of Flying Scot sailors, we were enthusiastic in volunteering our boats and our time. This event was a chance for all of us at DLYC to give something back to the sport of sailing. 🚢

(Photos courtesy of Larry Kmiecik, FS 4084)

(Ed. Note: McClurkin is currently fleet captain of Fleet 114, has served as district governor, and has held several FSSA positions. Kmiecik is an avid photographer and is a member of Fleet 114. Both are approaching 20 years of Flying Scot sailing.)



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Meet Karen and Bob Williams

by Randy Williams, FS 3662

Karen and Bob Williams first heard about Flying Scot sailboats when they visited their friends Tom and Marge McCabe in Inlet, NY (on Fourth Lake). Tom owned FS 862, which he still owns, and his son Tom owns FS 32. Tom was teaching Bob sailing there on a very windy day with the boat healing over, when Tom (senior) said “fall off,” and Bob jumped right off the boat. Bob has learned a lot about sailing since that experience.

A few years later, Bob, a long-time IBMer, was looking to get a Flying Scot for his family’s summer vacations on Cape Cod Bay (Brewster). In his opinion, it was the perfect boat, due to its shallow draft, the comfortable seating arrangements, and the large sail area. Additional research had also shown him ease of repair and replacement of worn parts plus a strong class organization.

About this time (1982), Bob traveled to the Meadowlands Hilton in New Jersey, where he was scheduled to give a presentation for IBM. He knew the boat show also was in town, and he considered dropping in at it. However, while chatting with a colleague in the hotel elevator, he mentioned that he was thinking of getting a sailboat. From the back of the elevator came an unknown voice. The person had a Flying Scot for sale; would

Bob be interested? Bob said yes and bought that very boat (FS 2519), which he quickly named “Bob’s Hope” and which he still has.

Long-time residents of Weston, CT, Karen and Bob joined FS Fleet 142 (Sprite Island). Once, while sailing in Long Island Sound, an unfamiliar Flying Scot sailed up to them. The skipper yelled, “Hey, that’s my old boat, #2519.”

of each other but couldn’t see one another. Eventually, the launch found them all and towed them in.

Karen and Bob have two sons and a daughter. Dan, Becky and Tom were ages 15, 13, and 9 when Bob’s Hope first arrived in Brewster in July of 1982. Most of their friends had been sailing Sunfish, Lasers, and other smaller boats, so the Scot instantly became popular.

Many times, eight or more family and friends piled onto Bob’s Hope for exciting cocktail cruises in the shallow water over the sand bars. Downwind sails to Wellfleet Harbor (12 miles) or Provincetown (19 miles) included trailer pickup and dinner at the destination.

The Williams family really promoted the Flying Scot, and other friends acquired boats in 1983, 1984, and 1985. In 1988, four Scot owners (including Bob) became the charter members of FS Fleet 169. Fleet membership is now at an all-time high of eight paid members, with several prospective new boat owners in the area. Bob Williams is the fleet captain and winner of the Fleet 169 Flying Scot trophy in

2003 and 2004. Dan, Becky, and Tom all are now married, and their spouses and five grandchildren continue to use Bob’s Hope all summer, as Karen and Bob now live in Brewster year-round. 🚤



On another occasion, the Sprite Island fleet had scheduled a twilight race of eight boats on the night of a full moon. Shortly after the start of the race, the wind died to nothing and the fog came in. The boats were within a few yards

The Wayward Sailor

by Randy Williams, FS 3662

Sunday, September 26, 2004, started with a very pleasant ten-mile sail in the waters off Marblehead, Beverly, and Salem (MA). However, upon arriving at the Little Harbor launching ramp one hour before low tide, our troubles began. A 22-foot powerboat, the Wayward Sailor, was high and dry two-thirds of the way up the single-lane, paved ramp. No trailer was to be seen. Tire tracks led to the water on the adjacent beach where someone else had launched or pulled a boat.

According to some standers-by, due to improper securing of the boat to the

trailer, the Wayward Sailor had slid off its trailer while being pulled up the ramp. The trailer had then been parked in the parking lot (where trailer parking is prohibited). The skipper of the Wayward Sailor had left instructions that anyone wanting to use the busy public ramp could "go around" his boat.

We had no problem backing our car and trailer down to the boat, but the beach was softer sand than expected and I wasn't able to get back up, even after disconnecting the trailer. Several observers offered assistance, but Mary Jane had immediately called a towing company, due to the turning tide. A large, flatbed tow truck arrived. He got

us all hooked up, but then he was not able to make any headway in the sand, either. Half an hour later, a winching-line truck arrived. First he pulled the flatbed out, then our car with our trailer and boat attached. It was now two hours after our arrival. By this time, there were about thirty observers watching, many with opinions. One had yelled that I should take my foot off the brake when being towed (he was right). As my FS 3662 was towed slowly past the bystanders, many noted its name, Overdraft, with glee.

We have not yet had the pleasure of meeting the Wayward Sailor. ▲



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Flying Scots' Circumnavigation of KELLY'S ISLAND

by Ross Long, FS 3607

On Saturday, September 25, 2004, members of Flying Scot Fleet 37 completed an historic circumnavigation of Kelly's Island in Lake Erie. The fleet consisted of Ross Long (captain) and Marty Sweterlitsch in the lead boat, followed by Jay Huling, Dave Huckle, and Stephanie Bahr in the second boat and Ray and Kathy Trask and Steve Chenenko in the third boat.

The fleet launched from Mazurik Ramp on Marblehead Peninsula. Winds were 10 to 15 mph, with waves at 2 to 3 feet. The sailing conditions were ideal for the Flying Scot, and the trip was highlighted by a glorious spinnaker run at the end. The spinnaker run was even more glorious because there were no marks to gybe around.

Once the island had been circumnavigated, Jay Huling arranged for marina docking near a local watering hole known as the Casino. Commander Huling led the three-boat flotilla down the marina channel to the very end of the docks, at which point all three boats very professionally turned into the wind and dropped their sails and made a perfect landing on the docks. That this maneuver was completed without any motor power (a rather common feat for any accomplished Scot sailor) produced great awe and mysticism in the powerboaters who were providing themselves with liquid refreshments on the patios of the several watering holes that overlooked the marina. After the boats were secured, we walked over to the Casino with several powerboaters prostrating themselves before us, as they had never before seen such seamanship.

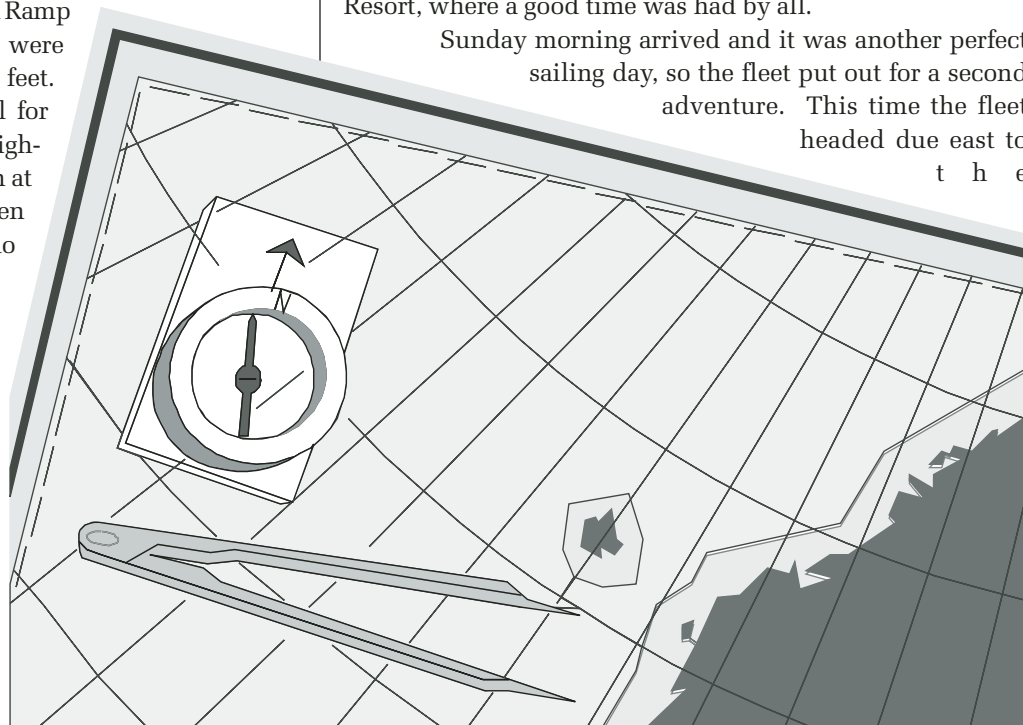
Once lunch was completed, Commander Huling led the fleet out of the marina (once again to the awe of the powerboaters) and we set sail for our return to Mazurik.

The Trasks, however, were not satisfied with just a circumnavigation of Kelly's Island. They split off from the fleet on a

very dangerous exploratory mission to circumnavigate Mouse Island. They disappeared over the horizon, and the remaining fleet feared that the explorers had sailed over the edge of the world or had been swallowed by dragons. But eventually Commander Ray Trask and his brave crew returned to Mazurik.

The fleet returned to their billeting quarters at Lakeside Resort, where a good time was had by all.

Sunday morning arrived and it was another perfect sailing day, so the fleet put out for a second adventure. This time the fleet headed due east to
t h e



Sandusky Pier Light, past Marblehead Lighthouse and the opening to Sandusky Bay. Under beautiful sailing conditions (10-knot winds, 2- to 3-foot waves), the fleet safely returned to Mazurik, despite having to play dodge-em cars with the two Kelly's Island ferries.

This was one of the most enjoyable weekends for sailing and companionship that Fleet 37 had ever encountered, and it proved that the Flying Scot is not just for racing but a marvelous boat to simply go out and sail on the open water. Fleet 37 plans to augment itself next year and do a full frontal assault on Put-in-Bay on South Bass Island. ▲

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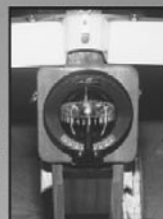
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2005 New England District Championships

by David Corey, FS 2879



On July 17, 1605, the French explorer Samuel de Champlain sailed into the mouth of Plymouth Bay and immediately ran aground. Plymouth and Duxbury sailors have been dealing with the shallow waters of their bay ever since. Duxbury Bay is created by a five-mile-long barrier beach that wraps around it like an arm, ending at Clark's Island, where the Pilgrims first landed in 1620. The beach blocks the ocean swells so the waves are never very high, but winds easily pass over the beach to provide good sailing conditions. Most of Duxbury Bay is about ten feet deep at high water and—except for two long channels—is mostly empty at low tide. Sailing is possible for about half of each day, so activities (sailing, golf, even weddings) are always scheduled around the tide. In the early 1800s, Duxbury was a

major shipbuilding town, with twenty shipyards producing over 600 vessels. Yet the industry was doomed by the shallow water—ships eventually became larger and too deep to move out of the bay once rigged. Shipbuilding moved to Boston, but the era left Duxbury with beautiful Federal-style houses along a



waterfront that is not all that different from 200 years ago.

On July 9th and 10th, 2005, Duxbury will host the New England District



Championships. We hope you will come and explore Duxbury on the 400th anniversary of Champlain's arrival. The Districts will be hosted jointly by the (very old) Duxbury Yacht Club and the (very new) Duxbury Bay Maritime School, which are neighbors at the harbor. The Duxbury Flying Scot fleet was chartered 30 years ago and has maintained a core of about a dozen boats. Organized through the Duxbury Yacht Club, the fleet welcomes sailors from the Maritime School and the surround-



ing towns. Competition is keen—about half the fleet are past District Champions—but always friendly. Wind conditions will likely be moderate (although never predictable). The sea breeze from the east can be significant at that time of year, so watch for cumulus clouds in the west. There is little local knowledge of importance, except for tucking in under Powder Point in a northeasterly to pick up the veer. The channels can generate some current at mid-tide, so know where they are, but current is not a major factor in the racing area.

The 2001 Districts in Duxbury were a great success, and next year should be just as good. Add it to your calendars now! ▲

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Fall 48 Forever

by Larry Vitez, FS 5085

The sixth annual Fall 48 regatta hosted by Flying Scot Fleet 48 at Lake Norman Yacht Club was held only four days after the 2004 presidential election, and we had sailors representing three Blue states and five Red states, including the infamous Cayuga County in Ohio. However, unlike the presidential contest, the top two slots in the 2004 Fall 48 went to Blue states. LNYC went all out providing excellent race management, unbeatable weather, and delicious food.

Twenty-eight boats competed in two divisions, 19 in Championship and 9 in Challenger. Winds and temperatures could not have been better. On Saturday, southwest winds of 10 to 13 knots made for great racing. The race committee gave us one WL and two Olympic courses. With an 11 o'clock start, we were in for the day with boats put away by 3 pm. Dinner was catered at LNYC, and club members built a roaring fire in the fireplace to add ambiance and take the chill out of the November night air.

Sunday was a little warmer, and the day began with a hot-air balloon sighted overhead—not a good sign. The lake was gorgeous and glassy. Races were postponed until 10:30 a.m., and we were able to get in one very competitive race in 5 knots. Race management was superb.

Bill and Eileen Ewing took 1st, followed by Harry Carpenter in 2nd and Rob Fowler in 3rd. There was a three-way tie for 4th among Fleet 48 members Don Smith, John Davidson, and Larry Vitez. Honors in the Challenger fleet went to Bob Summerfeldt 1st, Tom Kirtley 2nd, and Dave and Jane Stanhope 3rd. ▲

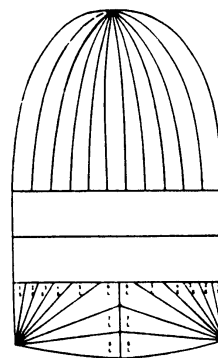
RESULTS

Name	Boat #	TOTAL
Ewing	5246	9
Carpenter	2944	14
Fowler	5152	17
Smith	5555	27
Davidson	3768	27
Vitez	5085	27
Spackey	4265	30
Batchelor	4171	34
Ross	5210	38
Osler	213	39
Barnhardt	1280	44
Sullivan	4282	46
Robertson	5075	49
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Meet Peg and Ken Wright

by Randy Williams, FS 3662

Ken and Peg Wright have owned the same Flying Scot, # 471, since 1963. As this is the 41st anniversary of their ownership, the Wrights and their boat certainly deserve some recognition.

In the late 1930s, Ken met Sandy Douglass, the Flying Scot designer, in Gananoque, Ontario (18 miles from Kingston), on the St. Lawrence River where Sandy had been paddling at an Olympic level with members of the local canoe club. The canoe club was also the center for 14-foot-dinghy races. In this period, Sandy was racing "decked sailing canoes" (which used a sliding hiking board) at Sugar Island, near Gananoque, where the American Canoe Association held regattas. As Ken remembers, Sandy had competed in England against Uffa Fox in match-racing with his decked sailing canoe. In the 1950s, Peg's uncle Ernst von Lengerke was a friend of Sandy Douglass; they did iceboating together on Lake Hopatcong in New Jersey.

Ken's earlier sailing experience also included growing up with a 22-foot catboat and ownership of a 14-foot Canadian Aykroyd dinghy, an International 14 dinghy (14KC-18), and, in the late '50s, a Sunfish and a Firefly. Most of this sailing was done in the Thousand Islands area of the St. Lawrence River, near Gananoque. In the early '60s, Peg started sailing on the Firefly. Ken and Peg have four daughters--Margot, Winky, Amy, and Carolyn.

By the time Carolyn was 10 in 1963, they were living in Lexington, MA, and decided to upgrade to a boat on which the whole family could sail. One of Ken's sailing friends in Gananoque suggested that they consider a Flying Scot. Sandy delivered the brand-new # 471 and spent the weekend at an island near Gananoque. To familiarize his new customers with the Scot, he rigged the boat

Yacht Club and became active participants in the races. Other club members at the time were the Jefferies (FS 140), the Fritches (FS 330), and the Ouellettes (FS 314). Younger generations of these families are still active in Fleet 11, and FS 314 is still in the harbor each summer. Ken and Peg remember many occasions when they had all six family members aboard. As a couple, they participated in four NACs (Sandy Bay Yacht Club, Rockport, MA; Tabor Academy, Marion, MA; Hamilton Yacht Club, Ontario; and Lake Ontario Yacht Club, Oswego, NY) and numerous other out-of-town regattas at Cohasset, MA; Massapoag in Sharon, MA; Harwichport, MA; Duxbury, MA; and Mallet's Bay, VT. They also spent many enjoyable Wednesday afternoons just cruising and sailing around the Sandy Bay area.



and went for a sail with them. Unfortunately, there was little wind, but these conditions led to Sandy saying, "A true test of your sailing ability is making a Flying Scot move when there is no wind"---a quote Peg has remembered to this day.

Shortly after buying the boat, Ken and Peg were introduced to Flying Scot Fleet 11 in Rockport, MA, the fleet nearest to their home. They joined the Sandy Bay

Yacht Club and became active participants in the races. Other club members at the time were the Jefferies (FS 140), the Fritches (FS 330), and the Ouellettes (FS 314). Younger generations of these families are still active in Fleet 11, and FS 314 is still in the harbor each summer. Ken and Peg remember many occasions when they had all six family members aboard. As a couple, they participated in four NACs (Sandy Bay Yacht Club, Rockport, MA; Tabor Academy, Marion, MA; Hamilton Yacht Club, Ontario; and Lake Ontario Yacht Club, Oswego, NY) and numerous other out-of-town regattas at Cohasset, MA; Massapoag in Sharon, MA; Harwichport, MA; Duxbury, MA; and Mallet's Bay, VT. They also spent many enjoyable Wednesday afternoons just cruising and sailing around the Sandy Bay area.

While at the Tabor Academy NAC, Sandy Douglass suggested that Ken help organize a regatta at the Thousand Islands in Canada. With the cooperation of Sandy's early paddling friends, regattas were organized at the Trident Yacht Club (between Gananoque and Kingston) in 1982 and 1983. These were attended by Sandy and a number of Canadian and American Scot owners.

For a number of years Bob Vance, a former president of the FSSA, organized wonderful bare-boat sailing trips in dif-

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Peg and Ken Wright

Continued From Page 13

ferent countries. Peg and Ken were fortunate to be able to join other Scot sailors on three of these trips: the first in the Sporades Islands in Greek waters; the second in the Whitsunday Islands, south of the Great Barrier Reef in Australian waters; and the third along the southwest coast of Turkey. Bob organized each trip with about 12 chartered boats and land excursions in each country (New Zealand was added to the land trip for the Australian charters).

The Wrights and FS 471 have been competitive in Fleet 11's twice-weekly races for these forty + years. They have bought new sails about every ten years. They have broken one boom. However, original equipment on # 471 includes the rudder, tiller, mast, and spinnaker pole.

In 1990, Peg donated a perpetual trophy to the Sandy Bay Yacht Club. It's an award for the most-improved Flying Scot sailor, and the winner is determined each year by the fleet captain and Peg.

Best wishes to Peg and Ken for additional years of enjoyment with FS 471. ▲

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2003 NAC's Qualifier Series, 1st and 3rd Overall
2003 Junior NAC's 1st and 2nd Overall
2003 Wife/Husband Nat'ls 1st, 2nd, 3rd, 4th, 5th and 6th
2003 Great 48 1st Overall
2002 Open House 1st and 3rd Overall
2002 NAC's 1st and 4th Overall
2002 MidWinter's 1st Challenger Division
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Natalie Mauney, Scott Mauney, Harry Carpenter, Richard
Wade and Red Dog Jones for their fine victories!

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Contact: Bill Draheim

CAPSIZE

Prevention and Recovery

by Charles Buffington, FS 5347 and Dan Goldberg, FS 4991

Charles: Sarah and I had an experience this Fall at Lake Arthur, north of Pittsburgh, that sheds some light on the capsize and rescue of a Flying Scot in heavy winds. The event was the annual FS Fleet 80 Sail-for-the-Grail regatta. The wind was blowing a steady 18 to 20 knots in the main lake, with higher gusts. Dan Goldberg, making one of his first appearances as US Sailing Certified Principal Race Officer, elected to run races in a more protected area. But, first, he gave a nice talk at the skippers' meeting about capsize and rescue--the first time I can remember hearing this discussed before a regatta. I thought at the time, "Humph! That won't happen to us;...we know what we're doing." Little did I know!

Dan: It was blowing hard, and I was concerned that the wind was also very puffy and shifty. Having witnessed a capsize recovery earlier this year, I thought it would be prudent to go over some basic capsize prevention and rescue procedures during the skippers' meeting.

Prevention:

The only way to prevent capsize in really strong winds is not to sail! I have seen national-top-5 sailors capsize in strong winds, so there is really no way to absolutely prevent a capsize if it's blowing hard enough. As Charles mentioned, the wind that day was blowing 18 to 20 knots, with higher gusts, but luckily our lake has flat water and no waves or chop. If it had been blowing a

steady 20 or higher, I would not have held a race, because of the increased potential for capsizes and damage to boats and crew. As it was, some boats elected not to sail. Better safe than sorry!

Given that there was a potential for boats to capsize, I recommended that (1) everyone wear a life jacket (which should be obvious), and (2) at least one person on every boat carry a winch handle in a secure pocket in their clothing (as opposed to leaving it in the tabernacle, where it will surely go overboard). You will probably need the winch handle to lower the sails. I then mentioned that the key to a successful recovery was not to let the boat turtle (go completely upside down, with the mast in the water). The foolproof way to prevent turtling is to use a mainsail flotation device, available from Flying Scot, Inc. It fits on the top of the sail and provides positive flotation in the event of a capsize.

Recovery:

If you do not use the flotation device, you have only two ways to prevent turtling if you capsize in strong winds: (1) jump over the rail onto the centerboard, or (2) swim to the top of the mast and hold it up. You have only about 8 to 10 seconds to do (1) or (2) before the boat will turtle, so don't delay! Don't stay in the boat in an attempt to stay dry! Either get out onto the board right away, or swim to the top of the mast. I suggested that the strongest swimmer

on each boat be the designated "mast holder."

Once you are on the centerboard, have the person with the winch handle lower the sails, then tie a line to the shroud that is in the water. Throw that line over the boat to the person on the board. Then that person should lean back and pull on the line while holding onto the high gunwale, and the boat should come up. If you can't get onto the board, pull on the line with your feet pressing against the lower part of the hull, and the boat should come up.

If you do turtle, the procedure is the same. Tie a line to a shroud, throw the line over the hull, and pull with your feet against the gunwale. Continue to pull as the mast comes out of the water until the boat returns to the upright position. If there is a motorboat nearby, throw the line to them and have them pull abeam of the boat with you holding the line with your feet on the gunwale. If you have a bow flotation bag under the deck and a transom porthole, most of the water will drain out (avoiding the need for bailing) if you can get a motorboat to tow you after the boat is upright. You can tie a towline directly to the bow eye handle. If you don't have a flotation bag, towing is MUCH more difficult and the best solution is to attach a bridle, as described in *Highlights of Scots n' Water*. Every Scot owner should have a bow bag and a transom port!

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CAPSIZE...

Continued From Page 15

The key is to plan ahead. Discuss with your crew what to do if you should capsize. Also, never sail in windy conditions if you are out of sight of other boats or potential help.

Charles: The wind picked up. The first race was run without casualty. Then Dan decided to cancel racing for the day, because the wind was picking up more, and most sailors were becoming exhausted. We went for a "pleasure sail," zooming across the lake on a plane with great abandon. We decided to sail up the lake and managed to get around the corner out of sight of the club. I said, "Let's come about and head back," tightened up from a broad reach, pushed the tiller over, and WHAM a wind shift

combined with a back-winded jib, and we were over. Not just over, but going turtle because of the pressure of the wind on the hull before I could swim to the top of the mast.

Fortunately, the water was warm. Our options would have been limited if we had needed to deal with hypothermia, too. I thought to myself, "Not a problem; a friendly motorboat

will be along directly to help us right the boat and tow us dry." However, there were precious few motorboats on the lake that day.

Our boat stopped its upside-down maneuver about 30 degrees short of vertical, because the top of the mast met the muddy bottom of Lake Arthur. That allowed Sarah to retrieve our cleverly-hidden extra halyard winch crank and loosen the sails. The boat didn't seem to be going anywhere and help wasn't in

sight, so I decided to try Dan's suggestion of tying a line to the shroud and throwing it over the hull. We grabbed the line on the other side, pulled with our feet against the underside of the gunwale, and were surprised when the boat came up so that the mast was horizontal. We pulled some more, and--lo and behold!--the boat came upright.

The problem now was that we were upright but swamped with heavy winds and some wave action. A single-handed FLYING SCOT who was sailing in the area had seen us go over. He dropped his sails, started his 2-hp motor, and came over to see if we were OK. We threw him a line from the bow and yelled, "Tow us." Two horsepower ain't what it used to be, so the two boats barely made forward progress against the wind, with no chance of "pulling us dry" through the transom port. Instead,



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we ended up moving sideways over to a dock for rental craft. On the way to the dock, Sarah used a bucket and I used a 2+-gallon, stiff-fiberglass storage "bin" to bail enough water to get the hull out of the waves. It was a lot of work.

Once in a protected harbor with the boat pointed into the wind, it was "simply" a matter of emptying the boat of water (you have no idea how many gallons of water a Scot holds!), straightening out the sails/rigging/etc., hoisting sails, and getting back to Watts Bay, where the rest of the sailors were enjoying a beer and tales of racing adventure. The last thing that our single-handed Flying Scot rescuer said was, "If this ever comes up, don't tell my wife."

I think there are some take-home messages from this event.

First, it was a good idea for the race committee to go over what to do if you capsize and turtle. Dan's idea of the line over the hull made unassisted rescue possible from a close-to-turtle position.

Second, if it's really blowing, don't go out unless there are others around or you are in sight of potential rescue craft.

Third, if you swamp, you may end up without enough horsepower to tow your boat dry, so it's important to know how to bail it dry. We have a bow bag that kept the bow out of the water, but we would have benefited from some flotation in the stern, because the waves kept rolling over the sides. Pat Glazier carries an extra-large bumper back there when he's out, and this might have buoyed the stern enough to allow us to get ahead of the waves. Pointing the bow into the wind--with either a tow or

an anchor or a sea-anchor--is a key move when the waves are big.

Finally, we've bought a second, nesting bucket for bailing. It really requires two people with good equipment throwing water out of the boat as fast as they can to get the hull sufficiently out of the water to avoid being "overwhelmed." And when that's the only option, you need to be prepared.

And, of course, life jackets provide buoyancy when in the water and thermal insulation when in the water and when back out in the air. Put them on early, because it's too late when you get into the deep weeds!

Dan: I'm glad this story had a happy ending! ▲

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2005 Flying Scot Midwinter Championship

NOTICE OF RACE • March 6 - 11

Host: St. Petersburg Yacht Club
11 Central Avenue
St. Petersburg, FL 33701, USA

Organizing Authority:

Flying Scot Sailing Association ("FSSA") in conjunction with the St. Petersburg Yacht Club ("SPYC")

NOTICE OF RACE

1. Rules: The regatta will be governed by the rules as defined in the current Racing Rules of Sailing (RRS). The Sailing Instructions will delete RRS 61.1(a)(2), so the display of a red flag will be required for a protest to be valid.
2. Eligibility: The regatta is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Entrants may select either the Championship or Challenger Division, except that any past North American or Midwinter Championship Division or Challenger Division winner shall sail in the Championship Division.
3. Registration: Eligible yachts may enter by mail using the form available on www.fssa.com, or at the regatta site beginning Sunday, March 6 at 1600. Registration must be completed by Monday, March 7 at 1200. Sailing Instructions will be available at registration.
4. Measurement: Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Measurement Committee.
5. Fees: The entry fee is \$250 per boat. This includes: three regatta polo shirts, the Sunday reception (hosted by FSSA), dinners (for three people)

on Monday and Thursday, all racing, trophies and the Florida sales tax. Additional dinner tickets will be available for purchase at registration.

Current US SAILING members may deduct \$20 from the entry fee (include your membership number on the entry form). Entries received and paid by February 28 may deduct \$20 from the entry fee. Thus the early entry fee for a US SAILING member is \$210.

6. Schedule: Note that the SPYC is closed on Monday. "SPSC" is the St. Petersburg Sailing Center.

Sunday, March 6

- 1500-1700 FSSA Executive Committee meeting at SPYC
- 1600-1900 Registration at SPYC
- 1800-1930 Competitors' meeting and FSSA Reception at SPYC

Monday, March 7

- 0900-1200 Registration at SPSC and North Sails Clinic
- 0900-1200 Board of Governors meeting at SPSC
- 1400 Warning signal for practice race(s)
- 1900 Buffet dinner at SPSC

Tuesday, March 8

- 1300 First Warning signal; two races scheduled

Wednesday, March 9

- 1300 First Warning signal; two races scheduled
- 1900 Cookout at SPYC (additional cost)

Thursday, March 10

- 1300 First Warning signal; two races scheduled
- 1900 Awards dinner at SPYC

Friday, March 11

Reserve day; racing only if fewer than five races have been completed. No Warning signal will be made after 1300.

7. Venue: Launching and hauling will be at the SPSC on Demens Landing, one block SE of the SPYC. Racing will be in Tampa Bay, East of the St. Petersburg Municipal Pier.

8. Scoring: No race scores will be excluded from a boat's series score. Six races are scheduled, of which one is required to be completed to constitute a championship.

9. Radio Communications: The race committee intends to communicate with competitors via VHF radio.

10. Trophies: Trophies will be awarded to the skippers and crew of the first five boats in each division. Additional trophies provided by FSSA include:

- Championship Division 1st: Mary Meno Perpetual Trophy
- Challenger Division 1st: Brenda Pollack Perpetual Trophy
- Person Best Emblematic of the Flying Scot® Class: Floyd C. Davis Trophy
- Race Management: Charles L. Dees Trophy
- Regatta Management: Allan M. Douglas Trophy

11. Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Revised 01/13/05 1020

STARTING LINE

Calendar Of Monthly Events

February 5 & 6, 2005

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

Midwinter Warm-Up March 5 & 6, 2005

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

Midwinter Championship March 7 - 11, 2005

St. Petersburg Yacht Club
St. Petersburg, FL
Go to www.spyc.org for more
information.

March 19 & 20, 2005

2005 Sarasota One Design Midwinters

Sarasota Sailing Squadron
Sarasota, FL
Contact Jim Barr at (941) 366-
1972, jbarr3620@aol.com

April 23 & 24, 2005

24th Annual Lake of the Woods

Lake of the Woods
Locust Grove, VA
Contact Hans Noordanus at
(540) 972-0933, or
hans.noordanus@lowsc.org.

May 7 & 8, 2005

Azalea Cup

West River Sailing Club
Galesville, VA
Contact Frank Gibson at
(703) 271-2716, or
fhgibson@peoplepc.com

June 18 & 19, 2005

Summer Solstice Regatta

Selby Bay Sailing Center
Edgewater, MD
Contact Dave Gillingham at (410)
295, 6675, dgilling@glue.umd.edu.

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.

New England District

Championships

July 9 & 10, 2005

FS Fleet #124
Duxbury, MA
Contact Charlie Willauer at (617)
241-2210 or
cwillauer@adelphia.net.

Mid Summer Regatta

July 16, 2005

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

North American Championship Regatta

July 24 - 29, 2005

Houston Yacht Club
Houston, TX
See Notice of Race in this issue.

Eastern Women's Invitational Regatta

August 6 & 7, 2005

FS Fleet #6, Deep Creek Lake
Deep Creek Lake, MD
Contact Geri Meehan at (352) 683-
2543, gmeehan@earthlink.net.

66th Annual Invitational One-Design

August 13 & 14, 2005

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

Sandy Douglass Memorial Regatta

August 13 & 14, 2005

Deep Creek Lake
Swanton, MD
Contact Frank Vandall at (301)
387-6735,
fvandall@law.emory.edu.

West River Sailing Club

Annual Regatta

September 4 and 5, 2005

West River Sailing Club
Galesville, MD
For more information contact
Frank Gibson 703-271-2716,
fhgibson@peoplepc.com

Silver Piper National

Championship

September 10 and 11, 2005

Selby Bay Sailing Center
Edgewater, MD
For more information contact
Dave Gillingham 410-295-6675,
dgilling@glue.umd.edu

Koningsberg Regatta

September 17 and 18, 2005

West River Sailing Club
Galesville, MD
For more information contact
Frank Gibson 703-271-2716,
fhgibson@peoplepc.com

Atlantic Coast Championship

Capitol District

September 24 and 25, 2005

Fishing Bay Yacht Club
Deltaville, VA
For more information contact
Debbie Cycotte 804-776-7098
dcycotte@yahoo.com

Pumpkin Patch Regatta

October 15 and 16, 2005

West River Sailing Club
Galesville, MD
For more information contact For
more information contact Frank
Gibson 703-271-2716,
fhgibson@peoplepc.com

FS Fleet 160 Championship

October 23, 2005

Lake of the Woods
Locust Grove, VA
For more information contact
Hans Noordanus 540-972-0933
hans.noordanus@lowsc.org

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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. **\$1000**. 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, new 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 off white deck. Two suits of sails, one spinnaker and pole, lifting bridle, motor bracket, new Sailors Tailor over the boom

cover, trailer. **\$2300**. Located in NE Ohio. Contact George Rootring at (330) 874-4541.

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, hwilde@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 repglassed. **\$3750 obo**. Located in Dunstable, MA. Contact Joseph Vcek at joseph_vcek@yahoo.com.

FS 2124 – Douglass built in 1972. White with red boot stripe. One set of sails, winter cover and mooring boom tent. Outboard motor mount,

hoisting bridle. Trailer. All in good shape. **\$1500**. Located in White Plains, NY. Contact Stephen Fendler at sfendler@optonline.com, (914) 328-0507.

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 rbbm@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.

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 Sevic at (201) 387-8724, wsevic@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 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. 3-1961.

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, Trailux 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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- will not rot, mildew, or shrink

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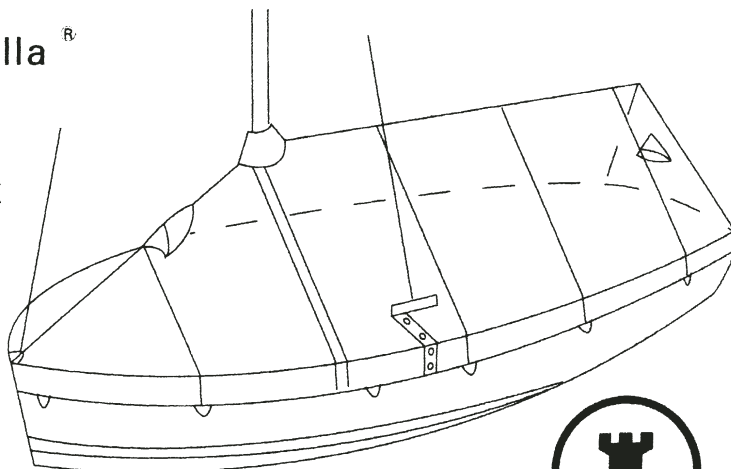
Cover has a tent-like fit
Delrin zippers with flap
Velcro enclosures for stays
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Heat cut edges will not fray
Flat covers also available

Options

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

Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
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Schurr Sails uses its proven construction techniques on each sail it manufactures. Combine this with the highest quality materials available on the market today, and this makes for an award winning consistent design each time.

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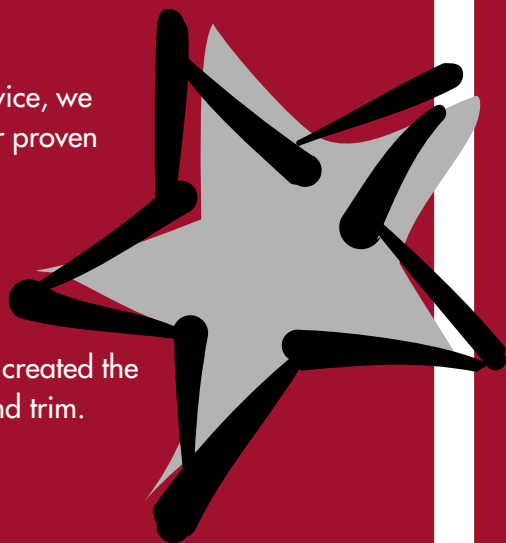
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