

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 50 NUMBER 2 2006

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FLYING SCOT MIDSEASON REPORT

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VOLUME 50 NUMBER 2 2006

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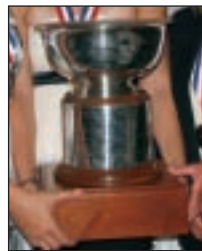
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The Email address for regatta notices and regatta results to be published in Scots n' Water is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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From The President

by Glenn Shaffer, FS 5213



Want to have some fun? Do what my longtime friends, Kris Smith and Bob VanOrden, did last summer. They asked a 12-year-old youngster to go racing with them. Looking for that “extra hundred pounds,” Kris and Bob recruited Kyle Hoagland to race with them in the highly competitive, and usually heavy-air, Barnegat Bay Yacht Racing Association (BBYRA) series. Forget about recruiting from a junior sailing program; Kyle came right off the baseball and soccer fields. Except for the fact that his mother, Debbie, has been my regular crew, Kyle came with no sailing experience.

All of this got me thinking about the major challenge of attracting younger people into our class, in view of the many competing factors. When thinking of whom we can recruit, we often focus on kids already involved in junior sailing programs, where the normal track is from Optimists to Lasers to 420s. As Joni Palmer pointed out at the recent US SAILING One-Design Sailing Symposium, this progression leaves little room for Flying Scot sailing until after college years. Maybe we’re not looking in the right places. Maybe we need to make more of an effort to introduce sailing to kids, like Kyle, who have not yet had the opportunity to sail. As Joni indicated, the key elements to teaching the lifelong love of sailing to youth is to make it safe, make it fun, make it educational, make it social, and provide opportunity. Look around and you might be surprised at how many kids there are who, if nurtured properly, would get hooked.

So what did Kyle think of his first racing experience? With Kyle’s permission, here is what he wrote for a school homework assignment:

A Race in the Life of a Flying Scot Sailor

I imagine this. Going fast over water, the smell of salt in the air, the sea breeze at full blast, the Captain yelling, “Get the spinnaker up!” and you, fumbling over the entire boat trying to pop the halyard to let the big, colorful spinnaker out of its casing to carry you even faster than you are going now, to literally float across the water. These, and many other things, are daily life for a crewman on a Flying Scot.

A typical race day starts out like this. You arrive and pre-sail check your boat, a fast, elegant Flying Scot class sailboat. Then you move the boat over to the hoist and think, “Are we having fun yet?” You finally get the boat into the water and paddle your way over to the powerboat that will lead the tow to the starting line. The tow usually takes about 30 minutes on a good day, but with all the young, college-bound teenagers who now own motorboats and want to show off to their girlfriends how fast they can go, it can take as long as an hour. Once you get to the starting line, you suit up in your foul weather gear and skip from boat to boat until you reach yours. You hoist the mainsail (the huge sail in the middle) and the jib (the really small sail on the bow of the boat that aids in steering in the front) and check to make sure your spin-

After my first race, I felt a great deal of satisfaction with myself. I knew I could do what many cannot, what many have tried and failed at, and that is, sail a Flying Scot Class sailboat.

naker is still there. Then you carefully steer and sail your way to the huge boat in the center of the course and get a course map.

Usually, there is more than one class of sailboats racing with you. There are the E-Scows, the really fast, surfboard-like boats; the Optimists, the ones they use for training; the Flying Scots, my class; and then the really huge Cat boats. Not everyone shares places. There are 1st, 2nd, and 3rd for each class of boat. You get four guns—the 5-minute, the 4-minute, the 1-minute, and the start. If you miss the start, too bad. If you go around or hit a buoy, they make you do 360s, and if you go too early, they penalize you. The course usually has three buoys, placed in a triangle-shaped course, and then the start/finish line.

Once your class starts, you have two tasks to achieve: one, get around all the buoys in a respectable amount of time, and two, don’t shrimp, which is when your spinnaker hits the water, thus causing an emergency-brake effect. To get around all the buoys, it is imperative you know these three things: one, get around the buoy in one swift maneuver; two, don’t hit anyone else, at the risk of being DSQ’d (disqualified) and losing time; and three, do not annoy, make fun of their uniforms, or disagree out loud with the race committee on boats next to every buoy, because that wastes valuable seconds and gets you nowhere, fast.

After my first race, I felt a great deal of satisfaction with myself. I knew I could do what many cannot, what many have tried and failed at, and that is, sail a Flying Scot Class sailboat. For this adventure, I have to thank Kris Smith, an awesome captain and friend, and Bob, a really cool guy and a good sailor, and also my mom, an **AWESOME** sailor who got me hooked on the sport.

Kyle will be sailing with Kris and Bob again this summer, including the NAC in Marblehead. Give them a wave as they go by! ▲

From the Editor

Kay Summerfield



In order to improve the quality of images that we have available to support our articles, I asked our printer to provide some basic technical guidelines for digital cameras and resolution. – Kay

Technical Tip – Image Resolutions for Digital Cameras

One of the most confusing issues associated with digital cameras involves image resolution. This issue directly affects the reproduction quality of the photos seen in this magazine. In order to help with the submission of photos to *Scots n' Water Magazine*, here is some background information and recommendations to guide your use of digital cameras when taking photos that will ultimately be published in these pages.

About Resolution

Camera resolution is expressed differently than scanning and printing resolution. Camera resolution refers to the total number of pixels that are used to make up an image and is described as the width and height of the image in pixels. For instance, a camera may make an image that is 640 pixels wide by 480 pixels high, or perhaps 1280 pixels wide by 960 pixels high. A 640 x 480 photo has 307,200 pixels and a 1280 x 960 photo has 1,228,800 pixels. The greater the number of pixels, the larger the file size of the digital image.

Resolution, Image Size, and Printing

Printer resolutions, unlike camera resolutions, are specified in dpi, dots per inch, or ppi, pixels per inch. An inkjet printer sprays small droplets of ink onto paper. The typical printer sprays these droplets at a resolution of about 150 droplets per inch. Thus, such a printer is said to print at 150 dots per inch. This magazine prints at 300 dots per inch, a denser configuration of dots that is typical for commercial printers.

Problems arise when attempts are made to print a photograph that was not taken at a high enough camera resolution. A simple example is a photograph snapped at 640 x

480 camera resolution. The width of the photo in pixels is 640. But if that photo is being reproduced in the magazine at 3" x 5", just because it appears to fill that size, it doesn't mean the photo will look good in print. This confusion is caused by this common habit of referring to both prints in "height by width" terms and camera resolutions in "width by height" terms. This is an outgrowth of how prints have been described throughout the history of photography, but conflicts with the application of the photo to the print project.

The 640 camera pixels have to be spread out over a 5" width when the photo is printed at that size. This turns out to be about 91 pixels per inch of print. This is much lower than the typical printer resolution, 300 dpi, and may not render an acceptable print.

Additionally, if the same photo is to be printed at another common size, such as 5" x 7", the same 640 pixels have to be spread out over 7" of print width. This results in a print resolution of only about 45 dpi. The print will be very coarse and grainy.

This means that the general "rule of thumb" is: the higher the print resolution, the higher the quality the resulting printed image. Conversely, a high camera resolution will allow a large size print because there are more "dots to spread out."

Typical Camera Resolution and Print Sizes

There are many different sources for information regarding what resolutions to use for various print sizes. Unfortunately, not all sources agree. However, the data listed by most sources can be lumped into general categories. While the categories may not be correct for all instances, they are usually good enough to get started. It is a good idea to check the camera's manual for information regarding settings.

The chart that follows contains general information about settings and resolutions. It should be helpful in most instances to demonstrate correct resolutions for photographs being taken for print.

Camera Setting Size in Pixels	Maximum Print Size at 300 dpi
640 x 480	1" x .75"
1024 x 768	2" x 3"
1280 x 960	2.5" x 3.5"
1600 x 1200	4" x 5"
2048 x 1536	5" x 7.5"
2272 x 1704	5.5" x 8.5"

The sizes listed above are approximate. The general rule is that the higher the camera resolution, the larger the print. Small prints from high camera resolutions are more likely to look good than large prints from low camera resolutions.

The data listed in the chart does not reflect other factors such as the photographic technique. Blurry or dark photos remain problems that are best cured by improving photographic practices.

The Bottom Line

The professionals who work on this publication have the ability to effectively scale digital images with very little loss of quality using special software tools. However, these tools are not effective with images of very low resolutions. Therefore, your camera should be set at a minimum of 1600 x 1200 to create an image that has some flexibility in being reproduced at a larger size when the design permits such enlargement. Of course, if that resolution is not available on your particular camera, choose the next highest available setting. ▲

Notice:

Entry forms for the North American Championship and Wife-Husband Championship are available at www.fssa.com.



The Art of Navigation*

As I fly over waves
 With trie strong winds
 behind me
 The sunshines through my sails
 Creating on aurora of colors

Multitudes of blue shades
 Paint the summer sky
 White wispy clouds
 Overlap this canvas
 masterpiece

The seagulls watch as I pass
 I progress quickly in my dink
 Opponents follow me
 As well as bubbles

My hands are crusted
 with calluses
 My back is sore from flexing
 My eyes are as dry as a desert
 My head is swollen from
 concentration

I spot a buoy
 My goal, the precipice of
 success

I encircle the ginger floatie
 With everybody in the
 wake of me

My Callusses are gone
 My back is not sore
 My eyes have hydrated
 My head has rejuvenated

The seagulls have flown away
 My dink is now in the shed
 Opponents congratulate me
 The bubbles float off to sea

The blue skies
 Have turned to orange, pink
 and red
 The wispy clouds go to rest
 The painbursh is tired

The aurora of colors has no hue
 My sails are folded up and
 bagged
 The tough winds are now feeble
 The waves have died

To whom it may concern,
 I am an eight grader at Bayside Middle School in
 Milwaukee, Wi. In English class we are required to
 publish a piece of our own writing. Enclosed is a story I
 have written from my experience sailing Flying Scots at
 the Ephraim Yacht Club in Ephraim, Wi. My hope is
 that you could publish it or just give me some feedback
 on my work to improve my writing.

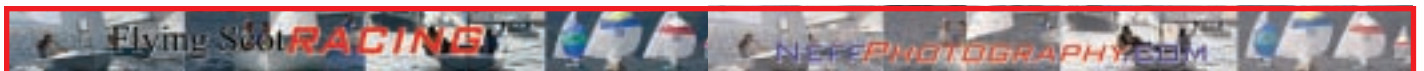
Sincerely,

Isak Peterson

*Editor's Note: The letter to the left was submitted with the poem "The Art of Navigation." If you would like to provide some feedback to Isak, please email your comments to Kay Summerfield at slokay@earthlink.net.



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Flying Scot Sailors & Boats Shine at US Sailing Championships



by Joni Palmer



The country's most prestigious adult sailing championships were held September 11-16 at American Yacht Club in Rye, New York. The US SAILING Men's and Women's National Championship, sailing respectively for the Mallory and Adams Trophies, reflect the top sailors from the eleven geographical "areas" around the country. Teams qualify through a "ladder" system often starting at the club level working through the local, regional, and the "Area" championship. The competitors at the final Championships often sail many different types of boats and most had never sailed a Flying Scot. The women had the luxury of sailing eleven brand new Flying Scots provided by Harry Carpenter. The men sailed an equally impressive fleet of borrowed boats from the region graciously donated for use by Flying Scot members. The event brought incredible attention to the FS class and the builder. We are also proud that the winners of both events were Flying Scot sailors.

The US SAILING Women's Championship winning team was skipper Joni Palmer, crew Carrie Carpenter, and crew Meredith Dodd from Deep Creek Lake in Western Maryland. They dominated the 11-race regatta with four bullets, winning by nine points. They continued their history of success in the Adams Cup, having previously won it in 2003 and finishing second in 2004. The event was predominately sailed in light to medium breezes on Long Island Sound until the edge of Hurricane Ophelia pumped up the wind to 20-25 and waves 4-6 feet on the last day. Crew Meredith Dodd was "really amazed at the size of the waves, but I was really impressed that the Flying Scot could handle it. And Joni was amazing playing the main up wind!" Joni said that "Meredith learned a lot about surfing downhill with the spinnaker especially the time when we were going so fast the boom came to center-line and the spinnaker backwinded all the way to the mast! Of course Carrie Carpenter was incredible, as always, trimming the jib in and out going upwind depending upon the size of the wave in front of us, watching for waves and puffs downwind, keeping the boat bailed out, keeping the balance perfect so we did not cap-



size downwind and being brave enough to run forward when we needed to gybe the spinnaker... she kept us all on task!" Meredith and Carrie remember the day we had a "fish graveyard. That was the weirdest thing to see hundreds of dead fish in the water half eaten by a larger fish. This created a fish oil slick and you couldn't see the wind or the puffs on the water!" The entire team said "it was incredible to have all of the boats to be brand new and rigged the same so when we changed boats for every race to do the round robin, it really didn't seem like we changed at all. Harry and Karen do an amazing job and we are incredibly appreciative of everything they do for the class."

Joni wants to thank her "amazing crew Carrie and Meredith for being the BEST !!" When being interviewed by the NY newspaper, they were asked "how much did you practice for the event?" they looked at each other and said "well, we did not really practice together... we have sailed this event the last few years and all three of us are sailing our own boats. It is amazing the talent of the three of us and how well we sail together and how great we get along!" 🍃

Flying Scot Midseason Report

by Dave Thinel, FS 812

The Florida District of the Flying Scot class has reached the midpoint of the 2005-2006 championship series. Six week-end regattas beginning in October and ending in April will be sailed, and a skipper's four best scores will be used in the final standings.

We kicked off the new season at the Coconut Grove Sailing Club's annual one-design regatta on October 1st and 2nd, 2005. Three races were sailed Saturday in winds of 15 to 20 knots from the east, with two more races on Sunday with winds 25 knots gusting to 30. Fred Strammer (Sarasota fleet) picked up where he left off last season with a dominating effort, winning all five races. There were six classes of boats racing, but only about one-third of the boats finished the last race. Breakdowns and wipeouts were the talk of the day.

The Sarasota Sailing Squadron, home of the largest Scot fleet, hosted the second regatta on November 12th and 13th. The 26 Scots enjoyed perfect conditions; the breeze was 12 to 15 knots both days, with bright sunshine and temps in the low 80s. Chuck Tanner (Sarasota fleet) started strong with wins in the first two races, while Fred had two seconds. They ended the day tied for first, but two bullets from Fred on Sunday sealed the two-point victory. Marshall Pardey (Sarasota fleet) finished third, to complete the Sarasota Sweep.

Next up on the tour was the Gator Bowl at the Rudder Club in Jacksonville on December 3rd and 4th. Some years ago, the Florida District issued a challenge to the Carolinas District to sail for the coveted Wally Gator trophy. Each district's top three boat scores are used

to crown the winner. Sadly, there were no boats in attendance from the Carolinas, so, for the third year in a row, Wally stays in Florida. The fine weather continued with low 70s and 10-knot winds under a cloudless sky. Fred left little doubt about the outcome, with six wins in seven races and a throwout 2nd! There were many exciting finishes, with multiple boats overlapped under spinnaker. Second through fourth places were hotly contested all weekend, with the positions changing after every race. In the end, Dave Thinel (Tampa fleet) captured second, while Mark Fleckenstein (Lake Skaneateles, New York) and Ron Pletsch (Sarasota fleet) tied, with Mark taking the tiebreaker.

The series will continue the first weekend in February, 2006, at Lake Eustis, then on to the Davis Island YC the first weekend in March. The DIYC regatta is also the warm-up regatta for the Flying Scot Midwinters, to be hosted by the St. Petersburg YC on March 6 to 10. If the past is any indicator, the Midwinters (not included in the Florida series) will draw 50 to 60 boats from all over the country. The Sarasota Sailing Squadron hosts a one-design midwinters later in March that also attracts a nice fleet of Flying Scots.

The last regatta in the series is sailed in Melbourne at the MYC Spring Regatta in April, 2006. At that time, trophies will be awarded to the top three finishers. Should Fred hold on to his commanding lead, the championship would be his third in a row. Season standings are summarized below for boats attending at least two of the first three events; they are calculated using a weighted system that awards more points for a regatta with more boats. The standings

will likely change significantly as more boats compete in the series.

- 1—AMERICAN DREAM -
Fred Strammer, 287
- 2—PIG PEN - Dave Thinel, 243
- 3—TWO BEARS BOAT -
Charlie Fowler, 221
- 4—DON PEPE - Robert Newland, 198
- 5—AMAZED - Darlene Miller, 176
- 6—PATCHWORK PRINCESS -
Marshall Pardey, 160
- 7—FUNKY DIVA - Mike Roberts, 154
- 8—STEALTH - Mike Douglas, 154
- 9—SIDEWALK EXPRESS -
Ron Pletsch, 153
- 10—BLUE BLAZER - Bob New, 151
- 11—DAMFINO - Jeff Penfield, 151
- 12—Donna Mohr, 133
- 13—ANDIAMO - Dave Ortmyer, 126
- 14—MARGARITAVILLE -
Larry Whipple, 125.

The members of the Florida District are truly fortunate to be able to sail year-round and compete for a state championship. The sailors are as diverse as they can be, from folks in their 80s to kids in the teens. We have serious competitors and casual couples and dads with their sons and daughters. Most importantly, we have a group that enjoys "the scene" both on the water and in the clubhouse. Many sailors open their homes to out-of-town guests, which helps with expenses and develops friendships. We rarely have protests; in fact, we did not have one last year nor so far this year. Sadly, we do have hurricanes, broken fleets, and higher gas prices, but through it all our attendance is up this year, by one boat.

If you would like to learn more, please visit www.fssa.com/fldist/. ▲

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Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

Ronstan Telescopic X-10 Tiller Extension...

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Spinnaker Pole...

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

Tapered Aluminum Spinnaker Pole...

Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

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Motor Bracket...

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

Bow Flotation Bag Kit...

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

Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

Jiffy Reefing Kit...

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

Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).



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.

Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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

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



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

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Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners.



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2005 MidWinter's 1st Challenger:
Dan Baird/Larry Taggart/Carrie Barger

2004 NAC's 3 of top 5 Overall:
Draheim/Neff/Carpenter

2004 & 2003 Wife/Husband 1st:
Natalie & Scott Mauney

2004 Junior NAC's Fred Strammer

2004 - 2005 Florida Circuit 1st:
Fred/Fred Strammer

2003 & 2002 NAC's 1st Overall
...and more!



Photograph by Jim Kransberger of PhotoReflect.com

A Better Sail and A Better Price! WOW!

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Phone 972-998-5313
e-mail gussails@sbcglobal.net
Contact: Bill Draheim

Gus Sails was glad to be on board.

Thanks for a Great Fall Classic by Dave Batchelor, FS 4147

As a member of FSSA since 1975, I have observed—that’s what old codgers do best, it seems—that some of the most enjoyable regattas are those created from the vision of an individual or small group of individuals who have a real passion for Flying Scot racing and the people who come to regattas. The list is large enough that I won’t attempt to name them, for fear of missing some (old codger’s prerogative here).

My candidate for that list is Larry Vitez of the Lake Norman Yacht Club in Mooresville, NC - NASCAR country, for those not in the know. Eight years ago, Larry had the idea that a Scot regatta late in the year at LNYC, well-known for excellent race management, would attract sailors from a large area, including some who might already have seen snow. One last

shot at sailing for the season. The first weekend in November was scoffed at by some of his own fleet as “too late, too risky.” Larry forged ahead and put on a low-frills regatta with a small registration fee or, if you were a first-time entrant, no registration fee. He called it the FALL 48 as a companion to the very popular GREAT 48 hosted by Fleet 48 in the spring. I won’t attempt to remember the details, but it was a success and, with Larry’s efforts, every year it has continued to grow. Attendance has been in the mid-30s most of the years, though it dropped to 27 in 2004 on a horrible weather forecast.

With gas prices out the roof and regatta attendance down in many places, we held our breath this year. My fleet, Fleet 27 in the Research Triangle of North Carolina, helped out, bringing five boats to this year’s event. We were delighted to be part of a 45-

boat regatta in some excellent sailing conditions. The Carolinas District regatta was run concurrently with the FALL 48, so this was a five-race series. Although the first race ended as a drifter, there was excellent wind for the other races, and temps in the 70s made for some very enjoyable sailing, including some planing conditions. Excellent race management was provided by Dan Goldberg as PRO with a large cast of Lake Norman’s finest supporting him.

There were some erratic scores in such a talented fleet. There were skippers and crews from eight or nine states plus Jeff Penfield, who claimed to be from Canada (but I’m betting he’s in Florida at this time of year). Scores posted elsewhere.

My hat’s off to Larry Vitez, FS 5085, for his vision and continuing efforts to make this the fall classic it has become.

Thanks, Larry. 🚩

Acrylic Flying Scot Covers

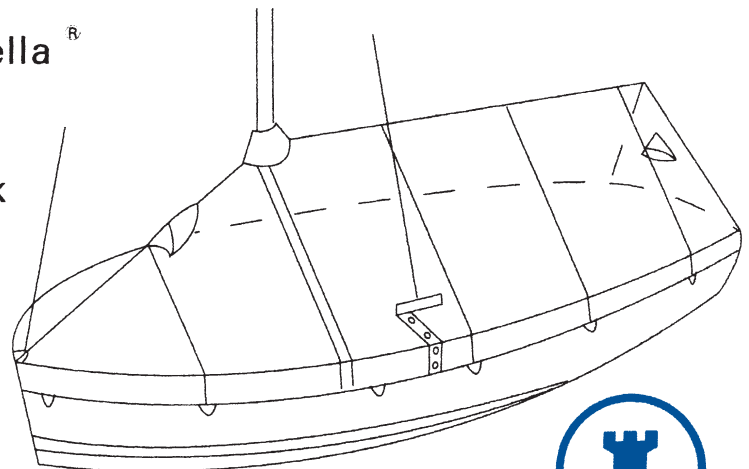
- made with 1st quality Sunbrella[®]
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Features

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Prices

Cover	white	blue	other
6" skirt	\$414	\$421	\$443
Full-sided	\$532	\$548	\$575

FLYING SCOT®

NORTH AMERICAN CHAMPIONSHIP

July 9 - July 14, 2006 • Corinthian Yacht Club • Marblehead, Massachusetts

1. **Rules:** This regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing (RRS). This is a category A event.

2. **Eligibility** requirements are as follows:

3. **The North American Championship (NAC)** is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Championship and Challenger Divisions will be determined by a three race qualifying series followed by a five race Championship/Challenger event as described and conducted in accordance with FSSA Constitution and By-laws. Reminder: FSSA dues and Club Boat registration fees must be paid by June 11, 2006.

a. **Junior Championship:** The Skipper must be seventeen (17) or under, and not turn eighteen (18) during the year of competition. The crew must meet the same age requirements as that of the Skipper, or must be members of the Skipper's immediate family (father, mother, grandparents, brothers and sisters). Junior Championship skippers must be Active, Life, Club, Family, or Junior members. At least five boats must be registered in the Junior Championship by June 25, 2006 for this championship to be held.

b. **Women's Championship:** All skippers shall be female and have Active, Life, Family, or Club membership status. All crew must be female. At least five boats must be registered in the Women's Championship by June 25, 2006 for this championship to be held.

c. **Master's Trophy:** The skipper shall be age 55 or older, and an Active, Life, Club, or Family member. Skippers shall declare age status prior to close of registration.

d. **Senior's Championship:** The age of the skipper plus one crew must be at least 120 years, and the skipper must be an Active, Life, Club, or Family member. Skippers shall declare eligibility prior to close of registration.

4. **Pre-registration** may be by mail using the form in Scots N Waters, or may be at the regatta site beginning Sunday July 9, 2006 from 0800 to 1700, or on line at www.fssa.com. Registration for the Junior and Women's Championships must be completed on July 9, 2006 by 1200. Registration for all other divisions should be completed by 1800 on July 9, 2006, unless other arrangements have been made with the registration committee. Sailing Instructions will be available to registrants at the completion of registration.

5. **Measurement:** Sails may be selectively measured, and boats may be selectively weighed. All boats will be checked for required safety equipment, including optional VHF radios (see below) to be sure they are in working order. Other measurements may be made at the discretion of the Measurement Committee. Club boats and sails will be measured completely. Measurement location may be 2 miles from the launch site. Masts should not be stepped until arrival at the launching site.

6. **Fees:**

Registration:	USSA Member	Non-USSA Member
FS NAC	\$145	\$155
Women's	\$25	\$35
Junior	\$25	
Late Registration: Entries postmarked after June 18, 2006		
FS NAC	\$170	\$180
Women's	\$35	\$45
Junior	\$35	

One shirt is included for each competitor, and meals and lodging are

extra. Several meals are planned

(Please see registration form for further details)

7. **Schedule:**

a. **Women's and Juniors Championship:** Sunday July 9, 2006 The first Warning signal is scheduled for 1300. There are three scheduled races of which one completed race will constitute a series.

b. **NAC Qualifying Series:** On July 10 & 11, 2006, the Warning Signal for the first race of each day is scheduled for 1100. Three races are scheduled. Depending upon conditions, the schedule is subject to change.

c. **Championship, Challenger, and Seniors Series:** Racing will be Wednesday through Friday with maximum of five races. The time of the first Warning Signal each day is scheduled for 1100. Two races are scheduled for Wednesday and Thursday, and one race is scheduled for Friday. Depending upon conditions, the schedule is subject to change. No Warning Signal will be made after 1300 on Friday.

8. **Courses to be Sailed:** Courses will be designated in the Sailing Instructions. Courses to be sailed are illustrated in the Racing Rules of Sailing on Pages 117-119. For those unfamiliar with the, "Trap," instructional information will be available at the Skippers Meeting.

9. **VHF Radios:** Marblehead Racing Association (MRA) Emergency Response Plan requires that an operating VHF hand held radio be carried on each boat. FSSA class rules prohibit communication on the VHF during racing, except for an emergency. It is strongly recommended to all who attend that a hand held VHF be taken aboard while on the waters in the Marblehead area. Conditions of coastal waters around Marblehead with current, tides, water temperatures, adverse wind and sea changes associated with frontal passages, fog, and the like, can present a challenge for all sailors experience aside, if the boat is not equipped with auxiliary power. A friendly voice on the other end of a VHF hand held radio can give a high measure of comfort if assistance is needed in the event of such adverse weather conditions, injury and/or equipment malfunction. The radios are not to be used while racing, i.e. from the Preparatory Signal until after finishing, except for a vessel or person in danger. A person in the water is always considered to be in danger. FSSA policy is that it is each participant's responsibility to decide whether or not to carry a VHF on board.

10. **Wet sailing:** After each boat has been initially launched, it cannot be pulled from the water except for an emergency. Extra lines and fenders are recommended for rafting together on available moorings. Launch drivers are hailed via VHF.

11. **Lodging and other local activities:**

a. Corinthian Yacht Club; on-site; water views; Contact Dave Titus at : DTitus@Corinthianyc.org or 781-631-0005;

b. All Bed and Breakfasts in Marblehead; Contact Martha Coles at Tuscanino B & B: Tuscanino@aol.com or 781-631-2865

c. Salem State College (budget accommodations; 4.3 miles from CYC); Contact Jason Marshall: Jason.Marshall@Salemstate.edu or 978-542-6416

d. Camping Grounds at Winter Island (6.6 miles from CYC); Contact Charlie Arnold: Winterisland@cove.com or 978-745-9430

e. Marblehead Chamber of Commerce; 781-631-2868

f. Salem Chamber of Commerce: 978-745-3855

2006 Flying Scot® Wife-Husband Championship Series

Notice of Race • May 27 and 28, 2006

Flying Scot Fleet 158 and Lake Murray Sailing Club 235 Old Forge Road • Chapin, SC 29036

Lake Murray Sailing Club is located approximately 25 miles northwest of the South Carolina state capital, Columbia. Please see our website, WWW.LMSC.ORG for directions.

The FSSA Wife-Husband Championship Series(WHCS) is a National sanctioned event and as such, it will be governed by the rules as defined in the current "Racing Rules of Sailing." The Sailing Instructions will be available at the Clubhouse at check-in.

The ENTRY FORM is available only at the FSSA website WWW.FSSA.COM. Registration will close Monday May 22, 2006 at 1600 hours Eastern Time. No monies will be refunded after that date and time.

Boats and sails must conform to the Official Plan. Each boat must carry equipment required by FSSA **Article S-V2 Restrictions** and Coast Guard safety regulations.

Per **Article B-X-1.b** of the FSSA BY-LAWS, the crew shall consist of only a skipper and spouse, the helmsperson may switch at anytime and at least one crewmember shall be a 2006 Active, Life, Club, or Family FSSA member in good standing.

A five race series is planned. Three races are planned for Saturday and two races Sunday. Courses will be illustrated in the Sailing Instructions. Five races are scheduled for the series. One complete race will constitute the series, and all races will be scored.

There will be two racing divisions with separate starts, Championship and Challenger. Competitors will indicate on the entry form the division in which they wish to compete.

PRIZES:

Personal Trophies:

Top 7 in Championship Division

Top 5 in Challenger Division

Perpetual Trophies:

Florence and Ted Glass Perpetual Trophy:

First Place Championship Division

Bob Penticoff Memorial Trophy:

First W/H with best finish in Championship Division

Cal and Anita Hudson Perpetual Trophy:

First Place Challenger Division

Eric and Mary Amman Perpetual Trophy:

Best finish either division for W/H with combined ages equal to or greater than 100. (Tiebreaker in favor of Championship division.

SCHEDULE OF EVENTS:

Friday May 26:

Gates open at LMSC1000

Sail Trim and Crew Seminars.....1600 - 1800

Friday Evening

Famous S.C. Lowcountry Boil (\$10.00 each)1830 - 2030

Saturday May 27:

Continental Breakfast at Clubhouse.....0830 - 1000

Registration0830 - 1030

Skippers meeting1030 - 1045

Race 1 1st Warning Signal1200

Race 2 and 3 to followASAP

After race Cocktails1700

Dinner and Door Prizes.....1800

Live entertainment.....1800 - 2000

Sunday May 28:

Race 4 1st Warning Signal.....1000

Race 5 to followASAP

Lunch.....After Races

Awards.....ASAP after races

Cookout supper (for those who stay over - \$5.00)1800

Boat parking spots will be assigned upon arrival. Please park your vehicle in front of your boat at all times. Please make note of the route to the launch ramp. We will have someone at the ramp to assist you in launching and retrieval.

Tent camping is available on the lawn behind the clubhouse. Club rules do not allow pets on the grounds. Please do not drive vehicles on the lawn behind the clubhouse. Van and small RV camping (no hookups) available. Please let us know if you will be camping.

Please let us know as soon as possible if you will need babysitting services.

If you have any questions or if there is any way we at LMSC and Fleet 158 can make your visit any better, please call our regatta chairman, Allan Gowans at 803-345-1819 or email lmcsflyingscot@aol.com or call Fleet Captain (and LMSC Commodore) Tommy Weaver at 803-735-0011 or email tommyweaver@sc.rr.com.

ACCOMODATIONS

We have negotiated reduced rates with motels in the Harbison Blvd area (off I-26).

Hampton Inn Harbison - 803-749-6999 - Make reservations by May 5, 2006 Ask for 'Flying Scot Wife-Husband' price

Fairfield Inn Columbiana Mall - 803-732-4436 - Make reservations by May 12, 2006 Group discount code - REGP/REGR

AmeriSuites Columbia I-26 - 803-407-1560 - Make reservations by May 5, 2006 Ask for 'Flying Scot Regatta' price

Comfort Suites Harbison - 803-407-4444 - Make reservations by May 5, 2006 Ask for 'Flying Scot Regatta' price

TownePlace Suites by Marriott 803-781-9391 - Make reservations by April 1, 2006 Group discount code - LMSC

2006 FSSA WIFE-HUSBAND ENTRY FORM

Please note: completed entry form and check must be received by 1600 hours May 22, 2006.

Please Print:

Skipper's Name: _____

Spouse's Name: _____

Address: _____

City: _____ State, Zip: _____

Phone: _____ Email: _____

Emergency Phone while at regatta: _____

Sail# _____ Fleet# _____ Club Affiliation _____

Division Competing: Championship _____ Challenger _____

Is this the first W/H for this crew? Yes _____ No _____

Entry fee includes continental breakfast , lunches and beverages for skipper and spouse. Saturday dinner for skipper and spouse purchased below. Youngsters (12 and under) accompanied by a W/H crew eat free.

Entry fee for US SAILING member \$65.00 \$ _____

Entry fee for non-US SAILING member \$70.00 \$ _____

Additional Sat./Sun. lunches () x \$5.00 \$ _____

Catered BBQ Dinner () x \$12.00 \$ _____

Vegetarian Lasagna Dinner () x \$10.00 \$ _____

Your Total \$ _____

Friday Night Lowcountry Boil is \$10 per person payable then.

Cookout Sunday night is \$5.00 per plate, payable then. Menu will consist of hot dogs, hamburgers, chips and drinks.

Please indicate the number in your party attending Fri. _____ Sun. _____

Please make checks payable to FS Fleet 158

Mail Check and Entry Form To:

Allan Gowans
112 Jake Meetze Road
Chapin, SC 29036

WAIVER OF LIABILITY:

By signing below we agree to be bound by the Racing Rules of Sailing, and all other rules governing this event. By participating in this regatta, we voluntarily assume, and are knowledgeable of, the risk of sailing and assume sole responsibility for our boat and ourselves. Further, we agree to hold harmless and free of liability the Lake Murray Sailing Club and its officers, all individuals volunteering for the Regatta, and the Flying Scot Sailing Association, its officers and volunteers, for any damage, material or personal, suffered by the crew during the event or otherwise.

Skipper's Signature: _____

Spouse's Signature: _____

The Name Game

by Emmett McCarthy, FS 4406

What's in a name? That which we call a rose By any other word would be as sweet." Sorry, Mr. Shakespeare, I don't think so. Imagine, if you will, the annual Skunk Cabbage Parade and Bowl Game, or Ethel Merman belting out "Everything's Coming Up Turnips" at the end of Gypsy! No, names are special. They reflect all sorts of aspects of the personalities of the bestower and the recipient of a name. Like it or not, our names, whether formal or informal, are part and parcel of who and what we are.

How did we get so deep into this philosophical swamp? Easy! We sold our beloved FS 1878, *Donal Og* ("Young Daniel" in Irish, named after our grandson), better known as the *Brown Bomber* or the *Hersheyboat*, and acquired FS 4406, currently known as *Great Scot*. Right now, it's a pretty good Scot, but not a great Scot. It was rigged as a recreational boat, with cross-sheeting for the jib and a strange little mounting pad for a kicker that slides into a gudgeon about midships on the starboard side. I've never seen anything like it on any other Scot. With some good re-rigging, it will be a great Scot, hopefully by this summer. Check on progress when you come to the Saratoga Lake Invitational in August.

Both boats will continue to reside here in Fleet 161 at the Saratoga Lake Sailing Club, where I'll keep a paternal eye on "Hershie" and help its new owners adjust to the joys and burdens of dealing with a chocolate legend. (See articles on FS 1878 by Charlie Fowler and me in previous *Scots n' Water* issues.) All joking about its color aside, it's been a great boat for our family, and I expect it will continue to sail well here at Saratoga.

And so, the greater issue: not only a name for 4406, but reflections on boat names in general. Every boat name is a story, and when I was commodore here at SLSC, I ran a contest for our newsletter. In essence, tell the story of your boat's



name and we'll publish the best, award some prizes, and have some fun. NOT ONE PERSON ENTERED! I was stunned! Like all clubs, we've got some great names. People have informally told me vignettes, but no one was willing to submit his story. So let's divulge the little we know about a few (most of these are Scots):

Jury Rigged – She's a lawyer; he's a state trooper. 'Nuff said.

Non Sequitur – It Does Not Follow – or so its skipper hopes.

Jade – all-green spinnaker, Irish owner. Makes sense.

Ventus Verus - Fair Winds – traditional sailor's greeting

Paramour – Its owner told me every boat is a mistress.

Queen Anne's Revenge – This was Graham Hall's first boat, now sailed by our current commodore, Clark Cooper. Go check your Scots history.

Espresso – District Governor Seidman's boat. Regular or decaf?

Passing Wind - Well, there's one way to keep the sails filled.

Is Five – from an e.e. cummings poem
Spike – It's a Thistle, and even the owner won't tell.

So there you have it – some names and very little insight into their origins.

We will be naming 4406 in the spring. We used up our grandchildren's names on our first two boats, and a quick Google of my wife's nickname, Lady Jayne, gave us a few pet cats, a fishing trawler in England, and a cutthroat pirate. She was not amused. Ergo, we move on. A name has been selected. If you want to know what it is, you'll just have to come to Saratoga in August. And maybe, just maybe, if the right libations are poured, we'll tell you part of the story. But only part.

See you on the water. 🍃

PS: I think the best name I've seen is *Free Man* – on a sailboat owned by the actor Morgan Freeman. The absolute worst – *Buffalo Chips* – is named after the man's business - commercial ice cubes in Buffalo, NY. The logo on his business card was a royal-blue buffalo defecating ice cubes. He was having this made into graphics for the sides of his boat, which he was sailing to New Zealand. I hope he melted!

STARTING LINE Calendar Of Monthly Events

**2006 Fireballs and Friends
Midwinter Regatta
Davis Island Yacht Club
Tampa, FL
March 3-5, 2006**

**Midwinter Championship
March 5 - 10, 2006**
St. Petersburg Yacht Club
St. Petersburg, FL

**Sarasota One Design
Mid Winters
Sarasota Sailing Squadron
Sarasota, FL
March 24 - 26, 2006**
For more information contact
Jim Barr at 941-366-1972.
jbarr3620@aol.com

**Choo Choo Regatta
Privateer Yacht Club
Lake Chickamauga
Chattanooga, TN
April 29 and 30, 2006**
For additional information contact
Doug Spohn at 423-240-4386.
djspohn@comcast.net

**Flying Scot Great 48
Lake Norman Yacht Club
 Mooresville, NC
May 6 and 7, 2006**
For more information contact
Tom Delux delux@alltel.net

**Early Bird Regatta
Cedar Point Yacht Club
West Port, CT - Long Island Sound
May 20 and 21, 2006**
For more information contact
Dave Jacobsen at 203-263-0769 or
djacobsn@snet.net

**Texas District Championship
Hosted by Fleet 191 and the
Oklahoma City Boat Club
Lake Hefner - Oklahoma City, OK
May 21 and 22, 2006**
For more information contact
SteveMeyer steve@arokc.com

**Wife Husband
Championship Regatta
May 27 & 28, 2006**
Lake Murray Sailing Club
Columbia, SC

**Mayor's Cup Regatta
Lake Townsend Yacht Club
Greensboro, NC
June 3 and 4, 2006**
For more information contact
Steve Raper:
steve.raper@greensboro-nc.gov
336-288-3762

**Mayor's Cup Regatta
Lake Townsend Yacht Club
Greensboro, NC
June 3 and 4, 2006**
For more information
contact Steve Raper:
steve.raper@greensboro-nc.gov
336-288-3762

**2006 Flying Scot Mid West District
Championships
The Lake Monona Sailing Club
Lake Monona - Madison, WI
June 9 - 11, 2006**
For more information contact
Mark Van Egeren
608-224-0372(h) 608-222-5658 (w)
mark@upcinc.net or visit
www.lakemononasailing.org

**50th Anniversary Invitational
Regatta
Berlin Yacht Club
North Benton, OH
June 17 and 18, 2006**
For more information contact
Steve Spackey 216-371-2799;
stevespackey@hotmail.com or visit
www.berlinyachtclub.com

**Douglass/Orr Invitational
Sprite Island Yacht Club
Norwalk, CT
June 17 and 18, 2006**
For more information contact
Jim Cummings 203-259-7555 or
captjim516@aol.com

**Governor's Cup Regatta
Carolina Sailing Club
Kerr Lake, NC
June 17 and 18, 2006**
For more information contact
Joe Price: jprice400@yahoo.com
919-363-2360

**Greater New York District
Championship
Cedar Point Yacht Club
Westport, CT
Long Island Sound
June 24 and 25, 2006**
For more information contact
John Cooke 203-792-7766.
jcooke@trianglepackage.comor
visit www.cedarpointyc.org

**New York Lakes District
Championship and
The Caledonian Willow Bank
Yacht Club Cazenovia
June 24 and 25, 2006**
For more information
contact Peter Colman
at 315-682-6587 or
windmansion@alltel.net

**Edenton Bay Challenge
Carolina Sailing Club
Edenton, NC
July 8 and 9, 2006**
For more information contact
Joe Price jprice400@yahoo.com
919-363-2360

**2006 Michigan-Ontario Districts
Gull Lake Yacht Club
Richland, MI
July 29 and 30, 2006**
Contact fleet captain Tom Lechota
at tom.lechota@alticor.com or his
work phone 616-787-3854 or
the Gull Lake Country Club office
269-629-9714.

**North American
Championship Regatta
July 9 - 14, 2006**
Corinthian Yacht Club
Marblehead, MA

**Westhampton Yacht
Squadron Regatta
Leg one of the Long Island
Championships
Moriches Bay
Remsenburg, NY
July 15, 2006**

For further information contact
Ed Surgan at 631-288-2069 or
eddgann@aol.com

**2006 Sandy Douglass
Memorial Regatta
July 29 & 30, 2006**
Deep Creek Yacht Club
Deep Creek Lake, MD
Contact Jim Munford at
sammjamm@earthlink.net

**2006 Michigan-Ontario Districts
Gull Lake Yacht Club
Richland, MI
July 29 and 30, 2006**
For further information contact
fleet captain Tom Lechota at
tom.lechota@alticor.com
or his work phone 616-787-3854
or the Gull Lake Country Club
office: 269-629-9714

**2006 New England District
Championship
Stone Horse Yacht Club
Harwich, MA
August 5, 2006**
For further information contact
Ned Steiger at
EASTeiger@yahoo.com

**Flying Scot
Eastern Women's Regatta
Deep Creek Lake, Deep Creek, MD
August 5 and 6, 2006**
A week after the Sandy Douglass
Invitational Regatta.
For more information contact
Gerie Meehan at gmeehan@
earthlink.net, 301-387-3469

**Hoop Pole Regatta
Beaufort, NC
August 12 and 13, 2006**
Check www.fssa.com
for additional information.

**The 20th Annual
Fleet 161 Invitational Regatta at
Saratoga Lake Sailing Club
August 12-13, 2006**
Contact: Ann and Peter Seidman,
pseidma1@nycap.rr.com
518-877-8731

**Flying Scot
Canadian Championship
August 19 & 20, 2006**
Stony Lake, Ontario
Susie Hauth:
susanhauth@rogers.com

**54th Harvest Moon Regatta
Atwood Yacht Club
Sherrodsville, OH
September 9 and 10, 2006**
Check www.atwoodyc.com after
June 1st. You may also contact
Regatta Chairman Vice
Commodore Jack Wyrle at
jackwyrle@uschem.com or
330-343-0374

**57th Annual Regatta
Massapoog Yacht Club
Sharon, MA
September 9 and 10, 2006**
For more information contact
Diane Kampf, 508-234-8047,
dianekampf@charter.net

**28th Grand Annual Regatta
Cave Run Sailing Association
Cave Run Lake, Morehead, KY
October 7 and 8, 2006**
contact David Davison,
davidd2047@aol.com
or 304-744-4860

**9th Annual FALL 48
Lake Norman Yacht Club
 Mooresville, NC
November 5 and 6, 2006**
For more information contact
Larry Vitez, larryvitez@
consolidatedadvisors.com



Same Wind,
More Speed.
Lower Price



mreynolds@quantumsails.com • www.quantumsails.com/fs 619.226.2422

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
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Memorial Service for Graham Hall

Please join us on March 18th, 2006 to honor the life of Graham Hall. We will be meeting for food, libations, stories, and slide shows from 3 - 6pm at the Yokum Sailing Center at USMMA, Kings Point, NY. Please RSVP to either Whitney (whitneyhall@earthlink.net 845-340-0907) or Morgan (morganhall@mac.com 707-357-0433). For lodging, we will be staying at the Anchor Motor Inn (theanchorinn.com). We thank you for all the love and friendship Dad received in his final months. We cannot explain how much it meant to Dad and us. See you there. Please also visit his memorial website at <http://graham.memory-of.com>.

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FS 59 – Douglass built in 1959. Red hull, white deck, trailer, sails, over-the-boom cover and basic rigging. No leaking or significant damage. **\$2100** Located in North-Central, OH

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FS 1721 – Lofland, 1970. Good condition. Sound hull, light blue/white, main and jib sails, trailer needs work. **\$3000**. Located in Northern CA. Contact Joyce Sinclair at (707) 786-4340, jksicinski@humboldt1.com.

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FS 3724 – Douglass, 1984. Good condition. Blue hull with white deck. Two sets of Schurr Sails with 2 spinnakers and poles. Boat cover and trailer. Fresh water sailed. Asking **\$5000**. Located in Worcester, MA. Contact Marc Alkes at (508) 755-5763, sales32@aol.com.

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