

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 50 NUMBER 4 2006

MIDWEST DISTRICT CHAMPIONSHIPS

THE
GREAT
48

CRUISING
THE LOW
COUNTRY



MIDWESTERN District Highlight

Pure Power

2006

1st MIDWINTERS

1',2,3',4,5 FLORIDA STATE CHAMPS

2005

1,3 NORTH AMERICANS - Champ. Div.

1,4 NORTH AMERICANS - Challenge Div.

1,2 ATLANTIC COAST CHAMPS

1,2,3,4 NEW YORK DISTRICTS

1,2,3,4,5 HUSBAND & WIFE NATIONALS

1,3,4,5,6,7 MIDWINTERS

1 OPEN HOUSE REGATTA

* Partial Inventory

*Gough and Eagan
teams at the 2005
North Americans.*

Power up with North sails for the 2006 sailing season! Our fast sails combined with the best service in the class delivered by our experts Greg and Brian can only put your team in the winning track. Give us a call today!

ONE DESIGN CHESAPEAKE

Greg Fisher greg@od.northsails.com
voice 410 280-3617 cell 410 212-4916

ONE DESIGN EAST

Brian Hayes brian@od.northsails.com
voice 203 877-7627



www.OneDesign.com

All About One Design Sailing

Photo Sue Bodycomb.

Flying Scot® Sailing Association

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

VOLUME 50 NUMBER 4 2006

PRESIDENT

Glenn Shaffer*
39 Wilkinson Way
Princeton, NJ 08540
(609) 883-6688 • gshaffer@ieshaffer.com

FIRST VICE-PRESIDENT

Barbara Griffin*
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056 • barbg2259@aol.com

SECOND VICE-PRESIDENT & MEMBERSHIP CHAIRPERSON

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

COMMODORE

William B. Ross*
178 Woodstream Road
 Mooresville, NC 28117
(704) 664-9511 • WBRoss1@alltel.net

SECRETARY

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

TREASURER

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

IMMEDIATE PAST COMMODORE

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

FSSA MEASURER

Robert J. Neff*
1032 Old Turkey Point Rd.
Edgewater, MD 21037
(443) 994-1932 • neffenterprise@yahoo.com

EDITOR, SCOTS n' WATER

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

PROOFREADER, SCOTS n' WATER

Marti Worthen
Fleet 48, LNYC

WEBPAGE EDITOR, WWW.FSSA.COM

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

DESIGNER (1904-1992)

Gordon K. Douglass

EXECUTIVE SECRETARY

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

*Denotes Executive Committee Members



From the President.....	4
From the Editor.....	5
Midest District Comments	7
Midwest District Championships.....	8
Flying Scot Midwest District Championship 05	11
Crusing the Low Country on a Flying Scot	15
The Great 48	17
In Every Issue	
Starting Line	20
New Members	21
Caveat Emptor	22

ADVERTISERS INDEX

2 North Sails	12 Flying Scot Inc.	22 FSSA Burgee
5 Flying Scot Racing	14 Layline	23 Schurr Sails
6 Midwest Sailing	19 Rooke Sails	24 FSSA Membership
6 Gus Sails	21 The Sailors' Tailor, Inc.	

Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website is online. Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in Scots n' Water is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

SCOTS n' WATER - Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume L, No. 2. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

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

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

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

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

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

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

Cover photo courtesy of Henry Sykes.



From The President

by Glenn Shaffer, FS 5213



Fathers, Sons and Daughters

It's Father's Day weekend, and it's different for me this year, because two months ago I lost my dad and he has been constantly in my thoughts. Although my dad was never a sailor, he was an important influence in my sailing life. He was a part of the Greatest Generation - a World War II pilot who "flew the hump." Twenty-five years after his military service, we started flying together, and I eventually earned my own pilot's license. My dad was a skillful and careful "skipper" who knew the limitations of his aircraft, the conditions, and himself. When he retired to Hilton Head in 1984, his airplane left with him and my flying time was sharply curtailed. I soon came to the realization that I should not be flying if I were not going to be flying a lot and, with that reasoning, my sailing life began. After all, a sail was nothing more than a wing standing on its end.

Taking note of my interest in sailing, my dad joined a group of "retired" sailors who raced radio-controlled sailboats on a golf-course pond. These were fairly large boats with masts that reached about six feet in height. We talked often about boat repairs, mark roundings, and rules. Over the past 16 years, I have been fortunate to sail in all but one of the Flying Scot Midwinter Championships. Traveling from New Jersey to Florida, my sailing friends and I would always stop in Hilton Head to spend a night or two with my folks. I think that my dad looked forward to these trips almost more than we did. During one of our earlier regattas, he and my mother followed us to Panama City to watch the regatta and see what we were so crazy about. While the boat wasn't even in the water, these trips and dinners with my folks represent some of my best sailing memories.

For many others, sailing has perhaps



played a more direct role in shaping the lives of fathers, sons, and daughters. I think of the many Flying Scot sailors I know who have enjoyed time on the water with their father, or with their own kids—none more so than Joe Thorpe and his sons, Kevin and Peter. After divorce entered their lives at an early age, Kevin and Peter continued to live with their mother, while Joe struggled with a difficult work schedule. Joe was an excellent Flying Scot sailor, with top crew, who had won numerous races and several championships, with more destined to come. However, following his divorce, nothing was more important to Joe than finding ways to spend time with Kevin and Peter. Thus began the era of "Team Little Guy," sailing in a Flying Scot named Priceless. Of course, being light and inexperienced, they were promptly shot right out of the back of the racing fleet.

Undeterred, Joe eventually found the means to purchase an older powerboat that became their home away from home. He also found new romance in his

life with Kim, whose son, Jason, became a valued member of "Team Little Guy." They kept sailing and boating together, and it wasn't long before their finishes and fishing skills noticeably improved. Within a few years, Kevin was racing a Laser and, after a few more seasons, Joe bought an M-Scow for Kevin and Peter to sail together during the morning series of the BBYRA. But afternoons have always been reserved for racing with Joe, and last summer they won the Flying Scot BBYRA Championship. While this was a special occasion for them and all of their proud sailing buddies, I am sure that it was probably not quite as special as when they were sailing alone at the back of the fleet for the first time...together. Two years ago, Joe and Kim married, with Kevin serving as best man. As you might imagine, Kevin's toast to his dad was "priceless."

We all know that the Flying Scot is a great family boat, but where it will take you is up to you. Don't miss the opportunity! 🚢

From the Editor

Kay Summerfield



As you may have heard by now the North American Championship was cancelled after the two days of qualifying races due to a micro blast tornado. This was the most frightening thing I have experienced. I have witnessed several other times that when something happens to a fellow sailor



everyone bands together to help. This was true with this storm. Harry Carpenter and Larry Taggart gathered crews to upright the boats. The Corinthian Yacht Club could not have been nicer in accommodating the many sailors stranded there since the roads were closed due to downed trees and wires. There will be articles and photos in the next issue.

I had mentioned in the previous issue that the first issue in 2007 would be an Anniversary issue. Since some people who mentioned they would do articles need more time, and I am still searching for early *SCOTS n' WATER* issues, the Anniversary issue has been postponed to issue 3. If you have memories of day gone by please submit it as soon as possible. ⚓



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

Flying Scot **RACING**

NEFF **PHOTOGRAPHY.COM**

☐ MasterHelper \$129.95 ea. ____Qty.

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

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

**These make
GREAT GIFTS
for any Occasion**

**Call Today
732-727-8520**



☐ Flying Scot Calendar \$12.95 ea. ____Qty.

**2006 CALENDAR
ORDER TODAY**

Flying Scot Racing is excited to bring you for the 4th year a 12 month full color wall calendar that is filled with information from upcoming regattas to tips and tricks that will make you go **FAST**. Yours for \$12.95 + (S&H \$3 for the 1st and .50 for ea. additional)

**ORDER ONLINE AND
RECEIVE YOUR ORDER
FASTER**



Total Amount (Add S&H) \$ _____

Ship to Address & Phone: _____

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

Visit us on the web at www.flyingscotracing.com and order your Calendar and MasterHelper today!
email: fs2929@optoline.net, or Call 732-727-8520.

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



Midwest Sailing

AUTHORIZED FLYING SCOT® DEALER
In Southeastern Michigan Since 1965

- New and used Flying Scots® on display
- New and used parts in stock (from clevis pins to masts). We ship UPS daily.
- Sailing Store and Service Center including:
 - Custom rigging
 - Mast & boom straightened
 - Fiberglass and trailer repairs
 - Straight centerboards brought up to race quality
 - Off-season storage and repair facility
- Also Dealer for Sunfish, Laser & Hobie Cat



8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
734-426-4155 Fax 734-426-5532
www.ms-pyc.com



Venue - Portage Yacht Club

- Located adjacent to Midwest Sailing.
- Home to Fleet 20 racing Thursday and Sunday from May through September.
- Convenient dry storage moorings on the water for quick and easy access to your boat.
- Learn to sail - Learn to race programs
- Social activities, swimming beach, shaded picnicking and dining services.

Finally a Great One Design Sail Loft...

Gus Sails, Still Dominant!

Gus Sails On Top!

2006 Wife/Husband 1st
2006 MidWinter's 2nd & 3rd
2006 Florida Circuit 1st Overall
2005 NAC's 7 of the first 10!!!
2005 Midwinter's 1st Challenger
2004/2003 Wife Husband 1st
2003/2002 NAC's 1st

Congratulations to:
Amy & Jeff Linton, Fred & Fred Stammer, Harry
Carpenter, Richard Wade, Larry Taggart, John Dane,
Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird,
Natalie & Scott Mauney
...and more!

Gus Sails was glad to be on board.



Photograph by Jim Kransberger of PhotoReflect.com

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

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

From The Governor:

Midwest District Comments

by Walt Barniskis, FS 2695

The Midwest District holds its "Districts" at fleet locations within the district on a rotating basis, with each fleet being given the opportunity to host the event at its discretion and with the agreement of its local yacht club. In 2005, the Districts were on Eagle Harbor at Ephraim, WI, in Door County, on August 5, 6, and 7. That weekend was also the 100th anniversary of the Ephraim Yacht Club's annual regatta, so it promised to be a memorable event.

The regatta was planned by Flying Scot Fleet 44, located at the Ephraim Yacht Club, and directed most proficiently by fleet captain Ryan Malmgren, with his 100th Anniversary co-chair, Nancy Claypool. The district has nine active fleets, four of them in Wisconsin. Ephraim's Fleet 44 is one of the largest and it's the northernmost fleet in the Midwest District.

As you'll read elsewhere in articles by the regatta co-chairs, a record 54 boats in two fleets sailed a five-race series on a beautiful, sun-drenched weekend with winds just about perfect for fast Scot racing and great spinnaker runs.

Fleet 44 from Ephraim asked to host the 2005 Districts at the 2004 Districts, which were held at Neenah, WI, on lovely Lake Winnebago and hosted by Fleet 107. The fleet captains who were there had some reservations about Ephraim with regard to launching and retrieving boats, both at the yacht club and at the municipal launching area, because of the chronic low-water conditions that Eagle Harbor and the rest of the Great Lakes have been experiencing for about the last seven years. The regatta co-chairs addressed this and every other concern that was voiced and made the 2005 event one of the best ever.

There were nearly thirty boats located away from the yacht club that used the public launch facilities. Queues were employed for launching. The low-water conditions were out of the committee's control, but tow boats were there to help get boats in and out of the low water and to get

them out to the race area, which is fairly close to the club. What to do about lunch? Do we come in and fight for space at the yacht club? No problem. The regatta committee provided box lunches in the morning for everyone to eat out on the water between the morning and afternoon races. The organization and scheduling, the timing of tow help, the lunches that were ready each morning, etc., were so exact that no one at the public launch area was ever late to a start.

It was great for the FSSA that the regatta chairs encouraged local Ephraim Yacht Club Scot sailors who were not members of FSSA to join the association in order to be able to participate in the Districts, as well as in their 100th Regatta. In one weekend, we added almost 15 new members to

the association. Great recruiting job!

The choice for the 2006 Districts was to have Fleet 68 host the event at Lake Monona in downtown Madison, WI. The 2005 Districts set the standard for total attendance. Madison has not hosted Districts in a very long time and is seen by many sailors as the most central location in the district, at the confluence of Interstates 90 and 94, easy to access from just about all the fleets. Can this year's event be as well attended as last? Hard numbers to match. However, it is not the numbers but the quality of the sailing that makes the biggest difference to most of the Midwest District traveling sailors. Winters are long in the Midwest District, and good sailing time is limited by Mother Nature. Stay tuned for this year's event and results. ▲



Ephraim Yacht Club 100th Annual Regatta

MIDWEST DISTRICT

by Nancy Claypool, FS 5622



CHAMPIONSHIP

The Ephraim Yacht Club hosted its 100th Annual Regatta while simultaneously holding the largest-ever Flying Scot Midwest District Championship regatta on record (the Midwest District includes Wisconsin, Illinois, Missouri, Iowa, Indiana, Minnesota, and Michigan). In fact, the 54-boat fleet outnumbered the 2005 Flying Scot North American Championship (in Houston, Texas) by 14 boats! Following are play-by-plays of the five races.

Saturday, August 6th

All 54 boats either sailed out from the EYC dock or were towed out to the racing area from the Ephraim municipal launching ramp (25 boats stayed at the firehouse parking area) at 9 a.m. There was a faint northeasterly wind that died by 9:15. At 9:30, wind began to trickle from the west and grew to 5 to 8 knots by 10:00. The 54 boats were split into two fleets: a "Championship" fleet of 30 of the top sailors and a "Challenger" fleet of the next tier of 24 boats. The Championship fleet always started five minutes before the Challengers, and participants only competed with those in their respective fleets.

Race 1 (Saturday, 10:30 a.m.): The race committee set an "A" course (three-leg windward/leeward/windward) with the starting line set at the northeastern corner of Eagle Harbor. The weather mark was over a mile upwind, just west of Horseshoe Island. Both fleets separated quite a bit in the somewhat challenging and shifty breezes. Toward the end of the second beat, there was a fierce tacking duel between EYC's Ryan and Kimber Malmgren and Madison's Tim Devries. The Malmgrens pulled it out in the end to earn the first Championship division "bullet" of the regatta. Meanwhile, Jonathan Thomas and Joani Lewis (EYC) pulled away from the Challenger fleet for the first bullet of that division.

Race 2 (Saturday, 12:30 p.m.): By early afternoon, the winds had grown a bit, to 8 to 12 knots. Because of this, the race committee decided to set a longer, double-windward-leeward "C" course, which



Janet Baxter (US Sailing president!!) with regatta Chair Nancy Claypool.



Harry and Karen Carpenter after winning the 100th regatta.

involved an additional trip up to the Horseshoe Island buoy and back. The winds were even shiftier in this race, varying as much as 15 degrees out of the west. The Malmgrens again managed to play the wind shifts to their advantage in the Championship fleet, just nipping an aggressive Jason Brown (EYC sailing

instructor, who had his father, Kirk, crewing for him) at the finish line. Ephraim's Jay and brother Ted Lott followed in third. This time it was EYC's Mary Sullivan's turn to pull off a victory on her boat, Stormalong, in the Challenger group.

Race 3 (Saturday, 2:30 p.m.): The winds remained out of the west, on average, for this race but had become a bit flukier and lighter, with shifts that never seemed to last for more than a couple minutes in any one direction. The wind speed had dropped back to 5 to 8 knots. There were plenty of areas where the wind was particularly light, especially on the right (northerly) side of the upwind course toward Horseshoe Island. Flying Scot builder Harry and Karen Carpenter emerged from the mix of boats playing the shifts on the left side of the course. No surprise there. The Carpenters pulled off the win by a comfortable margin over the ever-tenacious Jason Brown. In the Challenger division, EYC's Mike Sullivan sailed his boat, Sweetie Pie, to victory over the consistently fast Mary Sullivan in this race. The boats sailed back to their respective mooring areas following race 3, at around 4 p.m. Everybody was in great spirits, following a beautiful day of sailing in the waters of Green Bay.

Sunday, August 7th

Race 4 (Sunday, 10:00 a.m.): The winds started stronger and out of the southwest on Sunday, averaging 8 to 12 knots for race 4. This time the race committee set the course starting line near the northeastern corner of Eagle Harbor. The upwind buoy was set under the shadow of the Peninsula State Park bluff (folks on the observation tower were really treated to a spectacle as all 54 boats charged upwind and downwind). Harry and Karen Carpenter again skillfully worked the shifts on the left side of the three-legged "A" course. They led from wire to wire, followed by EYC sailing instructor Hugh Haggerty, with Tim DeVries not far back in third. Meanwhile, it was EYC's J.P. Pillat and Jillian (sister of Jason) Brown who led the Challengers around the course as they sailed their boat,

Continued On Next Page



Jay Lott, winner of the Midwest Districts.

T-Bone, to victory. EYC sailing instructor Sarah Lisle, on White Whale, followed close behind to take second.

Race 5 (Sunday, 11:45 a.m.): By late morning, the winds had increased to a healthy 15 to 20 knots (still out of the southwest). Spray and slight streaks of foam were beginning to appear. Given the stronger winds, the race committee set a longer, five-legged “C” course. Behind Harry Carpenter in the overall standings by several points, the Malmgrens started this race aggressively by jumping off the left side of the starting line in a risky “pin-end” start. The strategy seemed to be paying off as they led the fleet for the first three legs. But as the wind continued to increase, other boats began to close the gap. Eventually, Minnesota’s Larry Klick, with crew Kurt Holmquist in Ketchup, and Jay Lott passed Malmgren and the three boats finished in that order. It was a fittingly close ending to a very tight Championship division. Meanwhile, in the Challenger group, Mary Sullivan worked her way to first and held on in this blustery race over J.P. Pillat.

Harry Carpenter managed to pull off the overall win in the Championship fleet with 18 points. Amazingly, only two points separated Carpenter, Lott, Malmgren, and DeVries for overall line honors (see results). In the Challenger division, J.P. Pillat’s series score of 10 points gave him first place over Mary Sullivan, who had 16 points (see results). Besides all the competition at the top of the fleet, sailors in both divisions really enjoyed themselves, because there was always someone to race against, everywhere you looked. Special notice has to be made of several skippers who participated in their first Districts—all of them under the age of 15, with a skipper and three crew to a boat.

It was an exhilarating ending to a week-end of some of the finest sailing conditions to be found anywhere! ▲

CHAMPIONSHIP DIVISION

Position	Sail	Skipper/Crew	1	2	3	4	5	Total
1	5419	Harry Carpenter/ Karen Carpenter	4	5	1	1	7	18
2	427	Jay Lott/ Ted Lott	3	3	4	6	2	18
3	5622	Ryan Malmgren/ Kimber Malmgren	1	1	5	10	3	20
4	1202	Tim DeVries/ Eric Riley	2	4	3	3	8	20
5	4175	Jason Brown/ Kirk Brown	16	2	2	7	4	31
6	3935	Hugh Haggerty/ Matt Smith/ Isak Peterson	6	6	7	2	10	31
7	5150	Larry Klick/ Kurt Holmquist	5	14	8	9	1	37
8	5015	Frank Gerry/ Maryanne Gerry	15	7	6	4	15	47
9	4821	Mark Van Egeren/ Mike Van Egeren	10	8	18	8	6	50
10	5084	Willie Liddicoat/ Tammy Liddicoat/ Carol Gillen	7	10	13	22	5	57
11	2824	Cain Goettelman/ Ellen Gantz	13	16	10	13	9	61
12	5182	Bill Vogler/ Dave Stiltsworth	23	12	23	5	16	79
13	4747	Dan Engelke/ Ian Brooks	8	9	21	15	26	79
14	3167	Christian Pillat/ Skipper Hirsch	9	17	15	16	24	81
15	4150	Donna Scattergood/ Kirk Scattergood	21	11	12	26	11	81
16	888	Pete Peterson/ Jan Peterson	11	22	19	14	17	83
17	4970	Henry Schultz/ Mellisa Schultz	18	23	9	12	22	84
18	5448	Stu Martell/ Carol Martell	26	15	14	11	18	84
19	3445	Nancy Claypool/ Carol Claypool	29	18	11	19	14	91
20	769	Andrew Reynolds/ Dave Sauter	12	19	29	20	12	92
21	EYC-2	Thomas Sublewski/ Doug George	14	21	22	18	20	95
22	433	Steve Sauter/ Jay Gantz	22	25	16	25	13	101
23	1482	Rick Wojnar/ Chris Wojnar	28	20	20	17	19	104
24	1237	Jeff Jilek/ Jim Jilek	24	24	17	21	21	107
25	3076	Thomas Pinkel/ Bill Clark	17	13	25	31 ^{DNS}	31 ^{DNS}	117
26	3013	Chuck Howtig/ Libby Howtig	19	28	26	24	31 ^{DNF}	128
27	1072	Scott Pearson/ Ted Anderson	20	27	28	27	27	129
28	1958	Greg McCormic/ Kurt Knuve	25	31 ^{DNS}	24	28	23	131
29	5594	Dan Baird/ Luther Torgelson	27	26	27	23	28	131
30	1861	Keith Nordahl/ Allison Beadell/ Will Heidler	30	29	30	29	25	143

CHALLENGER DIVISION

Position	Sail	Skipper/Crew	1	2	3	4	5	Total
1	527	JP Pillat/ Jillian Brown	2	2	3	1	2	10
2	4629	Marry Sullivan/ Joe Sullivan/ Maggie Sullivan	3	1	2	9	1	16
3	2922	Jonathon Thomas/ Joani Lewis	1	5	6	5	6	23
4	EYC-1	Allison Chase/ Abigail Harlan	10	6	10	3	4	33
5	1450	Bill Claypool/ Chaz Green	4	3	18	6	7	38
6	1937	Steve Graham/ Ed Graham/ Eric Graham	8	11	4	4	11	38
7	EYC-3	Sarah Lisle/ Mike Lisle/ Nicole Reisdorf	16	10	12	2	3	43
8	3468	Jerry Houston/ Patty Torvilson	9	14	8	7	5	43
9	4843	George Carey/ Don Polzin	6	4	13	13	9	45
10	1322	Woody Heidler/ B. Heidler/ A. Steele/ F. Gmitro	7	9	9	8	15	48
11	5074	Claus Niesen/ Melissa Niesen	11	15	7	10	10	53
12	4300	Mike Sullivan/ Pat Swan	13	7	1	12	25 ^{DSQ}	58
13	4577	Jeff Hayes/ John Rotheray	5	12	21	16	19	73
14	2695	Walter Barniskis/ Michael Barniskis\	25 ^{DNS}	8	17	11	12	73
15	1888	Brud Sturgis/ Mary Sturgis/ Jim Krautkramer	12	17	14	18	13	74

Ephraim Yacht Club 100th Regatta/

Flying Scot Midwest District Championship '05

by Ryan Malmgren, FS 5622

The 100th Annual Ephraim Regatta with the Flying Scot Midwest District Championship was one for the record books...literally. When the Ephraim Yacht Club started working on plans for its 100th Annual Regatta, Commodore George Carey charged the 100th Anniversary co-chairs with making it a special event. Watch what you wish for! The Ephraim Regatta is hailed as the oldest consecutive regatta on the Great Lakes and, perhaps, in the entire U.S. The Flying Scot class has been the predominant class at the club since the early 1960s, so it only seemed fitting for Fleet 44 to put in a bid to hold the 2005 Flying Scot Midwest District Championship in conjunction with this regatta.

Some of you might be saying, "Where exactly is the Ephraim Yacht Club?" It's located in the historic village of Ephraim, Wisconsin, in Door County, also known as the thumb of Wisconsin. The Ephraim Yacht Club sits on the shore of Eagle Harbor on the Green Bay side of the Door peninsula. (Yes, this is actually a large body of water off Lake Michigan and not just home to the Green Bay Packers.) On the other side of the peninsula is Lake Michigan.

The Ephraim Yacht Club is a small club open only for about eight weeks during the summer. It is primarily a "destination" yacht club, with most of its members being non-residents who travel from all over the United States to Door County for the summer. One of the co-chairs for the Ephraim Regatta was Nancy Claypool, a long-time Ephraim Yacht Club member who lives in New Orleans and is also a member of Southern Yacht Club (SYC) and Fleet 96. After the club was awarded the Districts, the Commodore asked yours truly, who lives in Madison, Wisconsin, to chair the District portion of the regatta. Thus started a year-and-a-half journey for our intrepid regatta chairs.

First things first. As soon as we knew this was a "go" with our board, we invited Harry and Karen Carpenter to attend. Even though this was over a year away, Harry



said he would mark his calendar and plan to come if this did not conflict with the NACs and absent any other conflicts—what you would call a strong tentative! We then invited Eric and Mary Ammann to be our guests since Eric, with Sandy Douglass, was instrumental in building Fleet 44 in the 1960s and '70s. Eric sent his regrets with fond memories and warm wishes for the 100th anniversary. The next invitation went to Janet Baxter, president of US Sailing. She had never been to Ephraim and she was already booked that weekend, but, because this was a historic regatta, she said she would see what she could do.

The Ephraim Regatta usually has about 20 Scots sailing in it, including some very active vintage Scots—374, 433, 427, 733, and 888 (plus boats that serve as club boats). As part of our pre-season planning, we were in touch with EYC's very own "Deep Throat" (known around the club as "Deep Float"), who reported that he had been moving around Door County keeping an eye out for Flying Scots. "Float" (as we call him, for short) reported that there were a number of Scots flying below the radar—stored in barns, garages, and backyards. Based on his intelligence, we put out a call



to all members to get Scots out of mothballs and back into commission—whether they were in Door County or in Texas—in order to have a record-setting number of boats at the regatta. Initial feedback, combined with heavy marketing to the district members, indicated that we might have 30 to 35 boats for the regatta.

In the meantime, our regatta chairs invited John Archibald from South Shore Yacht Club in Milwaukee to serve as the PRO, to provide top-quality race management. We also invited four US Sailing judges to participate as judges for the first time in the club's history and to provide complete impartiality over any protest matters.

A week before the regatta, Nancy—who is a member of Dan Baird's advance team (aka "Team Dan") when she is in New Orleans—showed up in Ephraim, having trailed Dan's FS 5994 with a truckload of

Continued On Page 11

FLYING SCOT®

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

NEW! Online Store: www.flyingscot.com

FREE UPS Ground Shipping... on orders over \$100 net and under 20 lbs. and under 84" in length & girth combined.

Competitive Low Prices... on many items from Harken, Ronstan and others. Support your builder – order from the people who know your Scot best, and feel good about the price.

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

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

Ronstan Fixed X-10 Tiller Extension...

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

Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

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.

Flying Scot® Embroidered Shirts & Caps...

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

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

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

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

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

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.

Stainless Steel Mast Sleeve...

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



Rudder Lift System...

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

Swim Ladder...

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



Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails is required for installation. Weight is approx. 2 lbs.

Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550

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

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

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

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

NEW!
Online
Store

regatta paraphernalia. Dan (aka “Puff Danny”), currently fleet captain of Fleet 96, had advised that his C-130 cargo plane was not available to bring the entire fleet of Scots from Southern Yacht Club to the regatta as a showing of support for the regatta co-chair. Therefore, he asked Nancy to drive his boat to Ephraim and have it ready when he flew in. (Anything to have another Ephraim enthusiast on the starting line!)

By Monday, as we continued to talk with more people, our list of boats appeared to be closer to 40. On Wednesday evening as we sat in the clubhouse supervising the registration packet assembly project, the first out-of-town boat drove up. The conversation went something like this:

Ryan: “Do you know who they are?”

Nancy: “No, do you?”

Ryan: “No.”

Nancy: “Add another boat to the list.”

This was repeated over and over for the next two days. Float was right; boats were coming out of the woodwork!

By Thursday morning, raffle sponsors Layline and APS informed us that they would increase the gift certificates for our raffle because our projected number of boats now qualified for a national event instead of a district sponsorship! Who knew???? On Thursday evening, after a quick turnaround from the NACs in Houston, Harry and Karen showed up! Yeaaaa! On Thursday, we also got confirmation that Janet Baxter had been able to clear her schedule to come in from Chicago and spend four hours attending our Welcome Reception and dinner before heading off that evening for the Tartan 10 NACs. And there was Larry Taggart from New Orleans, another strong supporter of the Flying Scot class and member of SYC’s Fleet 96 (and auxiliary member of Team Dan): unable to attend the regatta, he called Nancy daily to get the latest report and show support for the home team. With each call, he kept saying, “So, how many boats do you have now?”

Early on Friday, August 5th, there was lots of activity around the registration tent as sailors picked up their registration packets. These included specially commissioned regatta mementos, such as the 100th EYC Regatta koozies and mugs. It was nice to see our many Midwest District friends, plus new folks who came from Minneapolis (Medicine Lake), Menomonee/ Marinette, Sturgeon Bay, Neenah, Madison, Delavan Lake, Chicago,

Champaign, Carlyle Lake, Iowa, and Michigan. Kimber Malmgren, Virginia Claypool, and Carol Claypool held down the fort while our regatta chairs moved to the next event.

At 10:00 a.m., Harry Carpenter gave a “standing room only” Flying Scot rigging seminar at the municipal launching ramp. Even experienced sailors picked up new tips. This was the first time that many EYC sailors had had the opportunity to meet the builder. Meanwhile, back at the club, the apparel tent and the regatta raffle desk opened. Business was brisk. By noon, the excitement was building, with banners and flags flying as people converged on the club in ever-increasing numbers. Registration was at 54 boats, exceeding all expectations!

Friday afternoon, sailors had to make choices—sail in the practice race, compete in the single-handed race, or attend a seminar on the racing rules of sailing given by US Senior Sailing Judge Mike Posey from SYC, who heard about the event early in 2005 and volunteered to come up and help out. Decisions, decisions. Right after these events, sailors, members, and regatta volunteers met at the club for the Welcome Reception. The highlight was the arrival of Janet Baxter. After giving an interview to the Door County Advocate and being welcomed by regatta co-chairs and Commodore George Carey (FS 4843), she congratulated EYC on its historic event. There was no shortage of members and juniors who gathered around to meet her. PRO John Archibald called an emergency meeting with the race committee, judges, and regatta chairs to advise that, with this number of boats, we needed to break up the fleet into two divisions. As the Welcome Reception continued outside, plans were made to create a Championship and a Challenger division, rewrite the sailing instructions, caucus with the trophy chairman to find trophies for the Challenger division, plus contact all the sailors by the morning to have them opt into one of the two divisions. When the PRO told us that we would need to get some type of colored tape or identifier for the boats in the Challenger division, he was informed that the stores in Door County all closed at 5:00 p.m. Not to worry, we ended up improvising by using contractors’ yellow-and-black plastic “Caution” tape. When we surfaced from the meeting, racers had moved on to the 7:30 p.m. seating of our Friday evening social event—a traditional

Door County fish boil at the Old Post Office Restaurant, a block away from the club. One hundred people attended the fish boil—a first for many of our visitors; while the fish, onions, and potatoes were boiled, the guests sat around the fire learning about local lore under a picture-perfect sunset over Eagle Harbor.

Saturday morning, under more picture-perfect conditions, after getting all the racers divided into the two divisions, volunteers assisted with launching and towing racers to the race area. Saturday morning was the first sighting of EYC’s own Jay Lott, who had spent Friday working hard, wet-sanding and tuning FS 427, Reindeer, a boat that has been in his family a long time and has been raced in many Districts and EYC regattas. Also, Steve “I love heavy air” Sauter, FS 433 (and former rock-star crew to Jay), arrived on the scene in the true spirit of the event, sporting his kilt as he headed out to the racecourse.

Back on shore, the registration tent again became a hotbed of activity. Those too young to race started registering for the baby beauty contest, swimming races, watermelon races, and jousting that were revived from yesteryear. (The Ephraim Regatta historically offered activities for those who were not on the water.) There were lots of prizes for the participants and winners.

Racers ate their box lunches on the water while spectators gathered around Eagle Harbor. Those not racing went to several vantage points to catch an unbelievable sight of 54 boats on the water. Some climbed the observation tower in Peninsula State Park on the bluff overlooking Eagle Harbor for the aerial view. Some went out on the water. Others held impromptu regatta-watching parties from homes along the northern shore and bluffs of Ephraim when they saw the sight of 54 spinnakers. The Door County press sent photographers to all vantage points to catch the action.

In the late afternoon after a full day of racing, sailors headed in to get ready for the 30th Bratfest. Bill and Rosie Klein (Flying Scot owners in the 60s and 70s) were hosts of the event at their 14-acre property on Gibraltar Road between Ephraim and Fish Creek. The Bratfest crew had prepared for a record number of attendees. They were not disappointed. Over 500 people attended! There was ample parking, additional seating under a large white tent, plus the

Continued On Page 19



Dear Scot Sailor,,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

The results are spelled out in the catalog.

Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for *sick sailors* like you and me.

Thank you for your business.

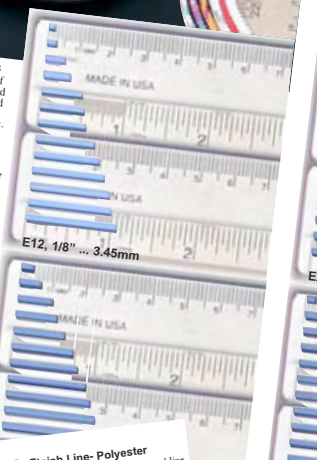
Wait

We test our small dia. lines

This past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 505 and asked me when I was going to do some bench testing on small diameter lines. I said: "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good running and that would hold in the cleats. The boy must have been reading the Layline catalog over the years 'cause he was thinking right.

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines... Our method, we used 20 feet exactly. 600 pounds 5 times. Then we did our 40 pounds and increased the lead by 40 pounds all the way up to 300 pounds. We took recorded 5 samples from each line. The graphed data you see here is an average of all 5 samples.



Line Diameters

We like measured the diameters of our lines to really see how "big" they are. This is noted as the "big" behind the inch/mm graph. The manufacturers of a good building consistent size, but dia line. Take note of the size locking at elongation. Size M and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusion

Our goal here is to not do a line line comparison, but to give you you can use for your application of stretch, instead think elastic elongation, i.e. each time you load your line is the percentage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-and-cycle loaded the lines, the 5 measurements were remarkably the same.

For details as to how stiff a line is how well it holds in a cleat or what color it comes in, or what it may be good for, go to the general cordage section.

Permanent Elongation, a concept not understood. In these samples we pre-loaded to 600 then did pulls to 300 from zero. Each time to 300 the line stretched to basically the same overall length. That is cool, however, if we had gone to 500 in between two 300 efforts the line would have become longer, permanently elongating. Think about this and call if you have questions. There are conclusions to be made.

The Punisher

Shown here is our "Punisher," a 120,000 lb beam with a 20,000 lb hydraulic cylinder (like the one a garbage truck) hooked to an electric hydraulic pump and a few digital cells. We use this to pull, test and break the lines and rigging we sell.

Punisher Load Cell

10200

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our vendors' niche product lines gets lost within Layline's product presentation. Over the last few years under the guidance of our new sales manager who was a sailmaker and manager who was a sailmaker, New England Ropes has taken steps to strengthen their position in the dinghy and one design market.

In the past, this segment has been dominated by English and European suppliers, now, we have an American choice.

Spyder Line

Spyder line is a perfect line for your highly loaded control lines on dinghies. Spyder line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the charts from our Punisher results. New England offers the Spyder Line in four sizes ranging from 1.8mm, perfect for sail lines to your 4.8mm. All the sizes except Opti, too 4.8mm have a braided core...Hmmm...thinking you could make some crazy small tapered lines if you have the patience, scary but we are leaving that up to you guys.

Flight Line

New England did their homework on this line. Flight line is made up of a Polyester jacket with a 12 strand SK75 Dyneema core but there is a difference in the Flight line. New England made the "wall" thickness a bit thicker than normal and made the core a bit thinner than normal. We at Layline have been seeing for years that the jacket was the weak link on Polyester lines but now New England has addressed the issue by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flightline for years and I personally think there is no equal, Super Light while still offering fantastic performance.



Salsa, Braided Polyester and Dyneema

Salsa line is a high-tech single braid line constructed on Spun Polyester and SK75 Dyneema. The spun Polyester gives the Salsa line a bit of a fuzzy finish for easy handling and the SK75 Dyneema offers great performance. The Salsa line stays round under load so it is easy to cleat and unclasp. This line works really well when used in everything from main sheets to light air control sheets on big boats, because of its single braid construction this line also works really well in high pressure applications because of its good running ability.



Finish Line, Polyester

Finish Line makes a great control line on both Dinghy's as well as big boats. With its 8 plait construction the Finish line stays round under load so it works well in both Cleat as well as giving well at Cam Cleats as well as giving good performance for its small size.

Finish Line, Pre Tensioned Polyester

Pre-tensioned Finish Line is a great control line on both Dinghy's as well as big boats. With its 8 plait construction the Finish line stays round under load so it works well in both Cleat as well as giving well at Cam Cleats as well as giving good performance for its small size.

Buzz, Braided Polypro

Looking for an awesome main sheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spun Polyester, Polyester and Polypropylene, Buzz Line is a light weight floating line that stays round under load so it is easy to cleat and unclasp as well as having unparalleled ability to run at the top mark. The guys sailing Star Boats have really enjoyed this line as the way to go for their main sheets. Because of the Spun Polyester the Buzz Line has a bit of a fuzzy finish making it easy to hold onto.

Regatta Lite

Regatta Lite is 100% Polypropylene in a pretty loose array. Runs super well. We use as non-walkie beach painters and for anchor lines in ketches.

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Regatta Lite

...filling our small diameter 100% polyester second increments. The numbers are

Specializing: Primary Site Organization

1. Cordage And Rigging

Cordage is the backbone of Layline. Here we offer product and supporting information we can provide details as possible. Always updating!!

2. Boat Specific Solutions

Here we drill down to boat focused solutions. We offer packaged parts and articles for perspective.

3. Clothing For Racing Sailors

From life jackets to racing suits, we have it all.

Virtual not is Layline.com

Tongue in Cheek, Ha, Ha! Frustrated with this term in an attempt to describe what Layline and Layline.com is NOT... I like great defence at being called an information carrier, or information company. There is nothing, impersonal, no inventory, no value except the lowest price. On the contrary, Layline is real, living, sailing offering the latest and best techniques and knowledge to make your time sailing days the best they can be. We are real and we are here.

Specializing: Primary Site Organization

1. Cordage And Rigging

Cordage is the backbone of Layline. Here we offer product and supporting information we can provide details as possible. Always updating!!

2. Boat Specific Solutions

Here we drill down to boat focused solutions. We offer packaged parts and articles for perspective.

3. Clothing For Racing Sailors

From life jackets to racing suits, we have it all.

Virtual not is Layline.com

Tongue in Cheek, Ha, Ha! Frustrated with this term in an attempt to describe what Layline and Layline.com is NOT... I like great defence at being called an information carrier, or information company. There is nothing, impersonal, no inventory, no value except the lowest price. On the contrary, Layline is real, living, sailing offering the latest and best techniques and knowledge to make your time sailing days the best they can be. We are real and we are here.

LAYLINE.COM

1 800 542 5463

Cruising the Low Country on a Flying Scot

by Lee Sokol, FS 2302

In June of 2005, my husband Barney and I spent five days sailing Scamp (FS 2302) around Core Sound, northeast of Beaufort, NC, camping at night on Cape Lookout National Seashore. After that trip, we knew we wanted to do more cruising on the Scot, but we also knew that we needed the ability to sleep on the boat so we would not be limited to staying at parks. Being able to spend the night at anchor would give us the freedom to go anywhere the Scot could safely go.

On the way home from that trip, I noticed that the tent poles from our two-person backpacking tent fit perfectly into the little D-rings along the gunwales that a previous owner must have used for a mooring cover. With a raised boom for a ridge-pole, our three tent poles crossed the boat from gunwale to gunwale just behind the mast, near the stern end of the boom, and midway between those two poles. It looked like the framework for a Conestoga wagon!

That was the beginning of our “next year we sleep on the boat” dream. With input from a couple of people who actually like sewing (I don’t), I came up with a design for a tent. The top is silicone-impregnated ripstop nylon and the sides are mosquito netting with adjustable ripstop outer panels that can be raised or lowered by a loop of cord running through grommets along the ends of the panels. There are two doors at both the front and back, one of mosquito netting and one of ripstop. The door panels fasten down the middle with Velcro.

Soon after we returned from our Core Sound trip last summer, Scots n’ Water ran a piece by Alex Bryan about cruising in his Flying Scot from Tampa Bay to Key West. Barney used Alex’s design to make a sleeping platform to go over the seats.

With a tent and a sleeping platform, we were almost ready to cruise. We ordered Claiborne Young’s Cruising Guide to Coastal South Carolina and Georgia for our trip planning. After reading the South Carolina sections of the book, we decided to cruise the Intracoastal Waterway and its



side creeks between Charleston and Edisto Island, SC (the Low Country), overnighting at the anchorages recommended in the book. This section of the Waterway consists of the Stono, Wadmalaw, and North Edisto Rivers. We decided on a week in mid-May as a good time to cruise this area, before the weather and insects became beastly. We ordered NOAA charts of the Intracoastal from Casino Creek to Beaufort River and of the Upper Stono and North Edisto Rivers. I went online and printed out tide tables for the area for that week. We ordered Wag Bags from West Marine to use with a five-gallon pail and lid as a portable head. We sent a “float plan” to my mother.

Friends who live on James Island, south of Charleston, let us leave our car and trailer at their house for the six or seven days we planned to be gone and also came to see us off on a gorgeous Saturday afternoon. We sailed out of Elliott Cut on the west end of James Island at slack tide, since the tidal currents there are very strong and we don’t

have a motor (someday...maybe). After a few minutes on the Stono River, we decided to reef the mainsail since the wind was stronger than we’re used to. Reefing the main changes the Scot from a racing boat into a very comfortable and relaxing cruising boat.

We anchored that first night in a creek just 10 miles south of Elliott Cut since we had left Elliott Cut at 3:30 because of the tide, and we didn’t know how much time we’d need to set up the sleeping platform and tent. That went smoothly and we enjoyed our first sunset at anchor. We slept well, with the tent protecting us from insects and a light rain. I also enjoyed our first morning on the boat, staying in bed while Barney made coffee on the Coleman stove on the aft deck.

We hoped to anchor in Toogoodoo Creek the second night. That would take a whole day of sailing since the prevailing winds were from the southwest, meaning we’d be sailing upwind most of the day. It also

Continued On Next Page

meant sailing up the Stono River to where it met the Wadmalaw River and then down the Wadmalaw to Toogoodoo Creek. As lake sailors, we hadn't learned yet how to plan our sailing so that the incoming tide would help us up one river and then the outflowing tide would help us down the next river.

Our morning sailing was sunny with a light breeze. We tacked back and forth between the beautiful homes on the west side of the Stono River and the marshes on the east side. We met up with dolphins, the

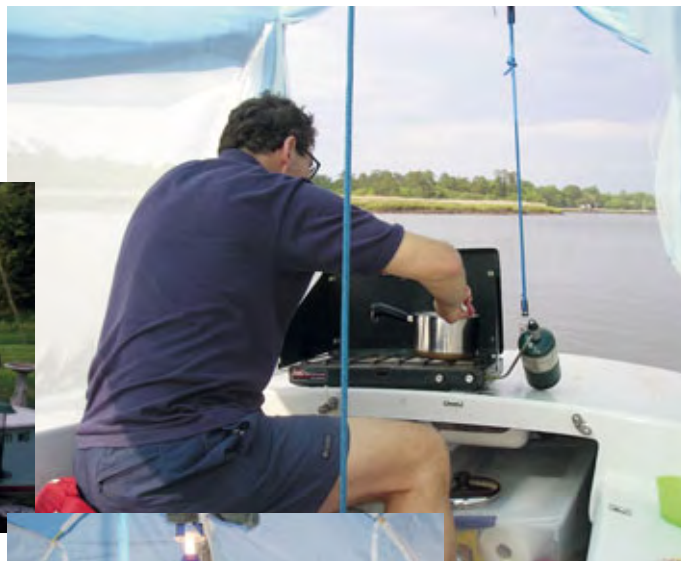


first of many during our trip. As we left the Stono River and entered the Wadmalaw Sound, the sky started to darken. We turned on the weather radio and realized thunderstorms would hit the area before we could reach our anchorage in Toogoodoo Creek. We looked in the Cruising Guide and found an anchorage in Church Creek on John's Island, not far from where we were on Wadmalaw Sound. It only took about 30 minutes to get there, since it was mostly downwind. We anchored in the lee of a bluff in a narrow part of the creek. As we were setting up the tent, a couple passing by in a small motorboat stopped to chat. They were very interested in our camping rig. "You two are on a really cool adventure," the man said. We were proud. But with the weather forecast, we wondered how well the anchor and the tent would hold up. The forecast was for lightning, hail, and strong winds to pass through the area before 10:00 p.m. We got lightning, rain, and medium winds but not the hail and strong winds. We didn't drag anchor, and the tent kept us dry. That was our only bad weather.

The next afternoon we made it to the anchorage in Toogoodoo Creek, the prettiest spot of the trip. One side of the creek is bordered by marshes and the other by high bluffs with beautiful homes and docks. We anchored near some large live oaks and a field of cows that we could hear

but not see. The afternoon was sunny, so Barney swam off the boat.

The next morning the tide and wind were with us for a 50-minute spinnaker run down the Toogoodoo to the Wadmalaw. Then we had a short beat down the Wadmalaw to where it enters the North



Edisto River. We headed down the North Edisto towards the inlet, leaving the ICW behind. The wind was behind us now, so we dropped the jib and put the main and boom in the bottom of the boat and sailed with just the spinnaker until we reached Bohicket Creek. We sailed against the tide for the three miles up the creek to Bohicket Marina. But the wind was fairly strong from behind us or on our beam, depending on the bends in the creek, so we made good progress. Since we hadn't gotten off the boat for three days, we decided to stop at the marina for lunch and a shower. Now we had to dock the boat with the wind and tide coming from opposite directions. Luckily we had a big empty dock for the four attempts we needed!

Everyone at Bohicket Marina was friendly and helpful, not even charging us for the showers. After a late lunch at one of the

restaurants, we sailed just around the bend to our anchorage for the night—more good weather, another beautiful sunset, and dolphins swimming around the boat all night. We got up early the next morning so that we would have the tide with us as we sailed back up the North Edisto River. That

meant the tide would be against us for the three miles down Bohicket Creek to the river. The wind, too, was mostly against us for those three miles...which took us 2 1/2 hours to cover. As we were passing the marina, we ended up back at the same docked boat several times as we tacked. Barney experimented a lot with the centerboard position, trying to figure out if it was better to have it down because of the

headwind or partway up to present less resistance to the tidal current.

This was our fifth day out, and we were planning to explore some creeks on the northeast side of Edisto Island and then have an easy two-day sail back to James Island with the prevailing winds and a sunny forecast. We hove to for lunch while we decided which anchorages to use on our way back. Then I noticed that the starboard shroud was starting to fray. After some discussion, we decided that we wouldn't risk sailing all the way back to James Island with a fraying shroud. We checked the Cruising Guide and found Rockville Marine, near the mouth of Bohicket Creek, right back where we'd come from that morning. It was an easy, but sad, sail to reach it since we didn't want to end our trip. The people at Rockville Marine let us tie up to their dock while a man working on his boat there gave us a ride back to our car and trailer. It took only 25 minutes in his truck to cover what we'd done in four days on the boat!

We're looking forward to many more trips on the Scot, since both the sleeping platform and the tent work well and make sleeping on board easy and comfortable. We want to spend more time exploring the Low Country on Scamp. In the meantime, we'll study up on how to work with the tides. ▲

The Great 48

by Marti Worthen, FS 4586

The annual Great 48 Regatta was hosted by Flying Scot Fleet 48 at Lake Norman Yacht Club in Mooresville, North Carolina (about an hour north of Charlotte, west of I-77), on May 5-6-7, 2006. Regatta chair Tom DeLux and PRO Claude Summers were aided by an excellent team. Special thanks to the LNYC multihull sailors who served as race committee. There were delicious meals, unique pottery trophies, numerous door prizes, and, on Saturday evening, bluegrass music by the "Lake Norman Ramblers" (named on-the-spot by group leader Bob Ennis, who plays professionally with the Charlotte Symphony) with Fleet 48's own Ted Kaperonis on bass.

Tom Lawton and Bane Shaw had asked Greg Fisher, national one-design champion, to give a sailing seminar at the club on Friday afternoon. Greg handed out copies of his "North Sails One-Design Flying Scot Tuning Guide" and his article "Tips on Making the Flying Scot Fly" and gave an onshore presentation on tuning, sail trim, and boat handling to about 45 sailors. He didn't just lecture; he invited questions and he frequently said "Does that make sense?" and "Tell me if this is too basic." and "Did I answer that well enough?" Then Greg coached on the water, following Scots in a powerboat and offering tips on trimming the sails, balancing the boat, etc., while Dave Batchelor videotaped the session for viewing and discussion after the potluck supper that evening. Some comments on the seminar: "We felt we really benefited from it. We changed sail trim on main and jib, and we jibed the spinnaker more smoothly during the regatta...we were keeping up and just felt the boat moving better than many other times recently." It was "really a great seminar"; "I learned a lot"; "Greg's seminar helped me in the racing on Saturday and Sunday." "I learned that there are many things that we need to change-surprising, as we have been sailing for many years. It was the best!!!!"

So the planning and organization and the seminar were excellent. Unfortunately,

the weather Saturday was not. Racing conditions that day were summed up [in polite terms] as "a good example of a bad situation," "challenging for the competitors and challenging for the race committee." "It was very shifty, with no wind on the last upwind leg." Visualize a "Dr. Crash" scenario (What's wrong with this picture?):

Only two boats of the 31 registered in the Championship division completed the course; the remainder were unable to finish within 30 minutes after the first-place boat (Tom Lawton) (and Chris Danilek from Long Island Sound, second) and thus were scored as third/DNF, so many competitors claimed after the "happy hour," "We were the real third!" The ten Challengers completed a shortened course in the first race.

boats on all points of sail – including backing up – all within a few boat-lengths of each other. Only two boats of the 31 registered in the Championship division completed the course; the remainder were unable to finish within 30 minutes after the first-place boat (Tom Lawton) (and Chris Danilek from Long Island Sound, second) and thus were scored as third/DNF, so many competitors claimed after the "happy hour," "We were the *real* third!" The ten Challengers completed a shortened course in the first race.

However, as they say, if you don't like the weather, just wait a while. On Sunday

morning, it was cloudy and cool (high 50s) with intermittent showers and breezes of about 8 to 12 with gusts to about 18 (so no powerboat traffic). There were shifts up to 45° (with steady fluctuation within about 10°) and occasional dead spots, but two good races were run on a windward-leeward-twice-around course.

The top finishes for the series were as follows:

Championship division: **1st** Harry Carpenter (Deep Creek Yacht Club) and Carrie Carpenter; **2nd** Tom Lawton (LNYC) and Patti Lawton; **3rd** Hans Noordanus (Lake of the Woods Sailing Club) and Ashton Erler; **4th** Chris Danilek and Alex Rodin; **5th** Patrick Glazier (Cowan Lake Sailing Association) and Sean Glazier; **6th** Bill Ross (LNYC) and Carol Claypool; **7th** Larry Lewis (LNYC) and Keith Hale; **8th** Starling Gunn (Lake Townsend Yacht Club) and Ted Kaperonis; **9th** Dave Batchelor (Carolina Sailing Club) and Jane Stanhope; **10th** Chuck Gise (LNYC) and Mark Gise; **11th** Jeff Penfield (Sarasota) and Dick Frankland; **12th** Tom Hohler (Moraine SC) and Andrea Hohler; **13th** Jake Barnhardt (LNYC) and Amy Barnhardt; **14th** Dick Schultz (Morehead City Boating Club) and Shane Toms; **15th** Bane Shaw (LNYC) and Ann Shaw; **16th** Richard Jones (LNYC) and Dan Myers; **17th** John Kreidler (Western Carolina Sailing Club) and Jay Mappus; **18th** Don Smith (LNYC) and Chris Kicinski; **19th** Richard Grayson (LNYC) and Gene Lane; **20th** Larry Vitez (LNYC) and Ralph Mello

Challenger division: **1st** Dave Safirstein (LNYC) and Mike Miller; **2nd** Keith Taylor (LNYC) and Alex Werner; **3rd** Tom Brake (LNYC) and Bedii Atasagun; **4th** Ray Merrill (Carolina Sailing Club) and Mark Merrill; **5th** Jack Griffin (CSC) and Donnie Redmond; **6th** John Hemphill (LTSC) and Steve Raper; **7th** Bill Reinke (LNYC) and Tom Sherard; **8th** Chuck Curtis (CSC) and Telisha Curtis; **9th** Tim Kendall (LNYC) and Shannon Kendall.

On Saturday morning during the open-

Continued On Next Page

ing of the regatta, Dave Batchelor spoke about Graham Hall, who died last year of melanoma. [See Dave's comments.] Graham was not only a top Flying Scot sailor in events all over the country but also a great teacher and coach, always willing to answer questions and help other sailors. At his memorial service at King's Point, a portion of Graham's ashes were given to the sea and portions were given to several sailors to take to lakes where Graham had sailed. Hans Noordanus, FSSA Capitol District governor, brought some of Graham's ashes to Lake Norman. The first race of the Great 48 was postponed so that Tom Lawton, who had crewed for Graham, could join Hans on his boat to say a few words about Graham. Hans then spoke the Dutch phrase that is traditionally said before giving a body to the sea, and Graham's ashes were spread over the starting line in memory of and tribute to a sailor who contributed so much to the sport.

At the end of the racing, after trophies

were awarded for the Great 48, Tom Lawton, Carolinas District governor, presented trophies for the 2005 Flying Scot Helmold/Singletary Series. Those winners were; 1st Dick Schultz (Morehead City Boating Club) and Shane Toms; 2nd Don Smith (LNYC) and Chris Kicinski; 3rd Starling Gunn (Lake Townsend Yacht Club) and Ted Kaperonis / Wendell Gunnlack / John Russell; 4th Joe Price (Carolina Sailing Club); 5th Mack Cook (Western Carolina Sailing Club).

When interviewed, Dick Schultz (age 76) said that he won the Helmold when it was first awarded, in 1972, with Skip Schultz as crew; in 1975, 1976, 1977, 1978, and 1979, all with Skip as crew; in 1988 with Regina Mehaffey Cohn; in 1989 with daughter Nancy and Maye Singletary; and in 2005 with Shane Toms (then age 14), who learned to sail at about age 9 at the Maritime Museum in Beaufort, NC, and first crewed for Dr. Schultz last year. Dick first raced a Flying Scot in 1970, when he

leased Hal Walker's boat to sail in the Midwinters with his dad, Dr. Henry Schultz, as crew; they finished 5th. All of Dick's Helmold wins were in FS 1885, "Ghost."

The 2006 Great 48 officially ended when 14-month-old Ian Lawton (held by Patti Lawton) rang the club's brass bell (held by regatta chair Tom DeLux).

PS: Registration chair Amy Barnhardt asked that the following note be included here, for all participants at all events:

If you don't pre-register for a regatta (because you are waiting to check crew availability or weather, etc.), then—when you know you're going—at least e-mail (or call) the registration chair to say that you'll be there and especially to give notice re how many meals you'll be buying. Caterers can't always be flexible about changing numbers at the last minute, but ordering lots of extra meals "just in case" (trying to guess the number of race-day sign-ups) can be costly to the fleet. 🍴

Remembering Graham Hall by Dave Batchelor

At this year's Great 48 Regatta, I was asked to say a few words about Graham Hall, whom we lost last year to melanoma. Before I spoke, it was announced that a few of Graham's ashes would be spread along the starting line just before the first race, and I must admit I got goose bumps. What a great way to remember someone who gave so much to the sport we all love.

Graham was a larger-than-life kind of guy, who gave so much to sailing in all the places he lived around the country that he would be hard to forget. I met Graham at the Great 48 the first year he moved to Charlotte, and I really enjoyed competing against him and socializing with him for quite a number of years. I was a guest in his home on several occasions and used every opportunity to learn from him, as he was such a natural and generous teacher. I videotaped a seminar he and Greg Fisher put on at the Great 48 at Lake Norman in 1999. Graham always wanted to share his knowledge.

I was the regatta chair for one of the first combined Capitol and Carolinas District Championships that has now become the Atlantic Coast Championship. We were sailing at Edenton on the coast of North Carolina. I was right there at the start for almost every race, often close to Graham. But then I slowly "shot out the back of the pack like toothpaste out of a tube." (That's a quote from Bruce Kirby who—on his 40th birthday—tried getting back into the Laser he had designed.) I attributed the lack of speed to all the distractions of running the event, but, of course, that didn't explain the other regattas. Graham asked me to come up to the Lake Norman Labor Day Regatta and insisted I come up early on Friday so he could help figure out what was wrong. That's the kind of offer I was not about to refuse.

Graham and I spent hours going over every aspect of tuning, repairing nicks in the centerboard and sanding it to 1200 grit. We seemed to measure everything. Nothing jumped out as being badly out of spec, so I was quickly realizing it was the nut at the tiller at fault. But Graham was not satisfied. He had rented a digital scale—he would not let me pay for the rental—and we weighed my boat. It was heavy by quite a bit. I later found water in the balsa and lightened the load a little by replacing the balsa.

Graham's crew fell through, or so he told me, and he offered to sail with me the next day. With 15 or so of Lake Norman's finest on the line, we started up the course. I figured that, with all that weight, I would embarrass us both. NOT. With Graham coaching me all the way 'round the course, we won both races. I learned a ton that day. I have never seen anyone sail with that level of intensity nor realized how much difference it makes. There was not time for "sea stories," as I sometimes lapse into, even during a race. It was a really interesting and rewarding day. I got one-on-one coaching from one of the finest, and I will remember it always with great fondness.

To honor Graham, I'd ask you to take someone under your wing for a day or a season to share what you have picked up along the way. Very few of us will have the skills as a coach that Graham had, but we all know someone in our fleet who could use a helping hand, whether it's rigging and tuning the boat or just offering some tips on sail and boat trim. An hour spent in a new sailor's boat will work wonders, and they'll appreciate your help. Graham wanted everyone to sail at the top of his game just as he did, and he constantly gave of himself to make that happen. Pass it on!

Acrylic Flying Scot Covers

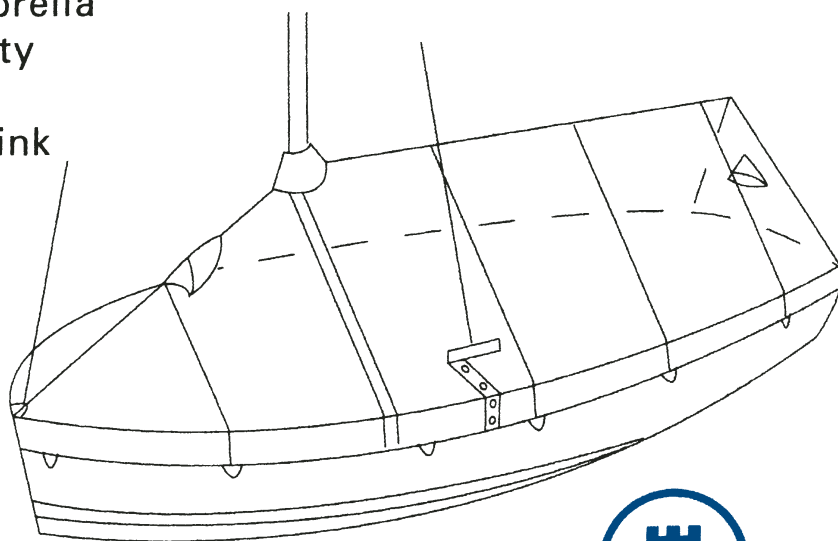
- made with 1st quality Sunbrella[®]
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

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

Options

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



ROOKE SAILS

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

Prices

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

MIDWEST DISTRICT

Continued From Page 13

best-ever brats, corn, and beer. Guests consumed 796 bratwurst, 70 dozen ears of corn, 96 gallons of Michelob, and 600 cans of soft drinks. Former Scot sailors were spotted who had not been to the Ephraim Regatta in over 25 years. As the evening wore on, racers and non-racers alike mingled, viewed the racing results postings, and watched the slide show of regatta photos on the big screen, while the younger set played volleyball, swung on the tire swings, and roasted marshmallows over the fire.

On Sunday, the races concluded. A parade of raffle prizes were awarded, including items from Flying Scot, Inc., Greg Fisher and North Sails One Design Chesapeake, Dan Neff and Flying Scot Racing, West Marine, Layline, Annapolis Performance Sailing, and our grand prize, a Flying Scot jib donated by Mad Sails. Trophies were awarded. Harry Carpenter was the winner of the Ephraim Regatta, and the Midwest District Championship trophy went to Ephraim's very own Jay

Lott, sailing in his famous FS 427, Reindeer. (After the big win, Jay finally took the plunge and ordered a new Flying Scot that will be delivered to him at the 2006 Districts in Madison.) Besides all the District trophies, the Ephraim Regatta awards trophies to the highest-ranking husband-and-wife team, the highest-ranking skipper age 18 or under, and the winner of the first race on Sunday (as an incentive to keep people racing on day 2). And there are prizes for those who have skippered and crewed the most years and those who have traveled farthest with boat in tow. The prize for longest tenure as crew in the Ephraim Regatta actually went to frequent out-of-town visitor Kurt Holmquist of Minnesota, long-time crew for Larry Klick in FS 5150. The prize for farthest distance with boat in tow went to Dan Baird (who had Luther Togerson of Madison as crew). The 100th Regatta/Midwest Districts was truly one for the books! The 54 boats were an all-time District attendance record.

Fully half of those boats were from out of town. Bill Ross, president of the Flying Scot Sailing Association, personally congratulated EYC on having successfully hosted fourteen more boats than the 2005 Nationals in Houston. Flying Scot builder, Harry Carpenter, was so impressed with our venue that he and Karen hope to return next summer. (At the awards ceremony, Harry made special mention of the number and quality of junior racers who participated in the regatta.)

The success of this regatta would not have been possible without the help of committee chairs and volunteers who logged many hours working on registration, dock preparation, race committee, launching, towing, welcome reception, meals, bratfest, housing, trophies, raffle, publicity, and apparel. Even though the Districts will not be back in Ephraim for a few years, remember – going into our 101st year – “There will always be an Ephraim Regatta!” ▲

STARTING LINE

Calendar Of Monthly Events

Hoop Pole Regatta Beaufort, NC

August 12 & 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

67th Annual Invitational One-design Fishing Bay Yacht Club August 12 and 13, 2006

For more information contact
John Hubbard 804-363-7273
hubbard@fidelitymgmtgroup.com

Top Of The Lake Regatta Neenah Nodaway Yacht Club, Lake Winnebago Neenah, WI

August 19 and 20, 2006

For more information contact
Henry Schultz at henryschultz920@yahoo.com

Flying Scot Canadian Championship Stony Lake, Ontario August 19 and 20, 2006

For more information contact:
Susie Hauth at
susanhauth@rogers.com

Cedar Point Yacht Club Long Island Sound Westport CT August 26, 2006

For more information contact:
jcooke@trianglepackage.com

WRSC Annual West River Sailing Club September 2 and 3, 2006

For more information contact
Sandra Burford 703-447-6021
s_burford@comcast.net

2006 Crystal Ball Regatta FS Fleet 41

**Crystal Lake, Crystal, MI
September 9 and 10, 2006**

For more information contact
Fleet Captain Skip Schmidt
sschmidtqwaj@yahoo.com or
906-643-7401

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 Massapoag Yacht Club Sharon, MA September 9 and 10, 2006

For more information contact
Diane Kampf, 508-234-8047,
dianekampf@charter.net

Capitol District Championship West River Sailing Club September 9 and 10, 2006

For more information contact
Sandra Burford 703-447-6021
s_burford@comcast.net

Scots on the Rocks Lake Murray Sailing Club Chapin, SC September 9 and 10, 2006

For more information contact
Tommy Weaver
tommyweaver@sc.rr.com
803-735-0011

Silver Piper National Championship Deep Creek Yacht Racing Association Deep Creek Lake, MD September 16 and 17, 2006

For more information contact
Frank Meehan 301-387-3469
fmeehan@sprintmail.com

Whale of a Sail Regatta Lake Carlyle Sailing Association September 16 and 17, 2006

For more information contact
Bill Vogler at 618-977-5890
vvogler@siue.edu

Koningsberg Regatta West River Sailing Club

September 16 and 17, 2006

For more information Sandra
Burford 703-447-6021
s_burford@comcast.net

Glimmerglass Regatta September 16 and 17, 2006

For more information contact
Dan Patsos 607-865-4878

Atlantic Coast Championship & Carolinas District Championship Edenton, NC

September 23 and 24, 2006

For more information contact
Dave Batchelor at
Sailordave@nc.rr.com
919-467-3512

Michigan Hot Scot Portage Yacht Club Pinckney, MI

September 23 and 24, 2006

For more information contact
Andy Ingall 734-475-8565 or
aingall@hotmail.com

Pig Roast Regatta CLSA, Cowan Lake Wilmington, OH

September 23 and 24, 2006

For more information contact
Bob Gallagher 513-794-0413
rgallagher2@cinci.rr.com

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

VISA Invitational Virginia Inland Sailing Association

October 7 and 8, 2006

Check www.fssa.com for
additional information

Pumpkin Patch Regatta West River Sailing Club October 14 and 15, 2006

For more information contact
Sandra Burford 703-447-6021
s_burford@comcast.net

Open House Regatta Corinthian Sailing Club

October 21 and 22, 2006

contact Renee Comen,
renee.comen@comcast.net
or 972-712-4280

Hospice of the Upstate Western Carolina Sailing Club Anderson, SC

October 21 and 22, 2006

For more information contact
John Kreidler
jakreidler@mindspring.com
864-228-0443

FS Fleet 160 Championship Lake of the Woods Lake of the Woods, VA October 22, 2006

For more information contact
Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

2nd Annual Capitol District Team Racing Event Lake of the Woods, Lake of the Woods, VA October 29, 2006

For more information contact
Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

9th Annual FALL 48 Lake Norman Yacht Club Mooresville, NC November 5 and 6, 2006

For more information contact
Larry Vitez, larryvitez@consolidatedadvisors.com

Florida District Championship Series Rudder Club of Jacksonville Jacksonville, FL Dec. 3 and 4, 2006

Contact Jon Hamilton:
jon.hamilton@cox.net

NEW MEMBERS

Sorted By District, Fleet and Last Name

CAPITOL DISTRICT**Fleet # 45/ District 4**

Peter Green
PO Box 1668
Solomons MD 20688

Fleet # 163/ District 4

Arthur Hart
695 Geigel Hill Rd
Ottsville PA 18942-1700

Fleet # 0/ District 4

Travis Weisleder
100 Williamson Court
Richmond VA 23229

FS 4868/Fleet # 0/ District 4

Timothy Wildt
1504 Westshure Lane
Richmond VA 23238

CAROLINAS DISTRICT**FS 2820/Fleet # 0/ District 8**

Joseph Brake
195 Shell Landing Rd
Beaufort NC 28516

FS 3639/Fleet # 0/ District 8

Wade Register
360 Leaning Oak Rd
Boones Mill VA 24065

FLORIDA DISTRICT**FS 5362/Fleet # 150/ District 43**

Ray Laguna
4572 Misty Morn Cir
Orlando FL 32812

FS 5538/Fleet # 36/ District 43

Marsha & Clay Carpenter
26205 Constantine Rd
Punta Gorda FL 33983

GREATER NEW YORK DISTRICT**Fleet # 0/ District 12**

Fred Liesegang
32 Bellevue Ave
Brookhaven NY 11719

Fleet # 0/ District 12

David Stockwell
100 Nelson Place
Westfield NJ 07090

Fleet # 0/ District 12

Yacht Club of Stone Harbor
90th & Sunset Dr
Stone Harbor NJ 08247

FS 4329/Fleet # 0/ District 12

Samuel Thomas
115 Gill Rd
Haddonfield NJ 08033

FS 4824/Fleet # 192/ District 12

James & Karin Wren
Fleet Captain #192
349 89th St
Stone Harbor NJ 08247

GULF DISTRICT**Fleet # 0/ District 16**

Ray Sissell
8079 Winners Circle
Mandeville LA 70448

FS 5693/Fleet # 183/ District 16

Alan Posner
300 SW Beachway Avenue
Palm City FL 34990

MICHIGAN-ONTARIO DISTRICT**Fleet # 15/ District 20**

Gull Lake Yacht Club
9725 W. Gull Lake Dr
Richland MI 49083

MIDWESTERN DISTRICT**FS 1527/Fleet # 0/ District 24**

Susan Sylvester
3212 Aalseth Lane
Stoughton WI 53589

NEW ENGLAND DISTRICT**Fleet # 0/ District 28**

Brad Hoyt
334 Powder Mill Rd
Concord MA 01742

Fleet # 0/ District 28

Bonny Smith
30 Marion St
Wilmington MA 01887

Fleet # 0/ District 28

Don Weatherson
74 Woodland Rd
Sunapee NH 03782

FS 2266/Fleet # 11/ District 28

Thomas Kolterjahn
64 Federal St.
Newburyport MA 01950-2802

FS 4181/Fleet # 57/ District 28

Peter McAvoy
84 Barker Rd, Scituate MA 02066

FS 4625/Fleet # 0/ District 28

Holly Fabyan
One Old Essex Rd
Manchester MA 01944

NEW YORK LAKES DISTRICT**FS 2953/Fleet # 0/ District 29**

Art Withington
75 Stebbens Dr
Clinton NY 13323

OHIO DISTRICT**Fleet # 0/ District 32**

Jerald Harris
10592 Cinderella Dr
Cincinnati OH 45242

FS 2697/Fleet # 0/ District 32

Mark Schaefer
1367 Stoltz Rd
Bethel Park PA 15102

PACIFIC DISTRICT**Fleet # 0/ District 36**

Joe Hester
16614 SE 50th Place
Bellevue WA 98006

PRAIRIE DISTRICT**Fleet # 0/ District 40**

J. Patrick Hosty
12228 Rosehill Rd
Overland Park KS 66213

Fleet # 0/ District 40

Jim Slaughter
3829 W. 58th St
Fairway KS 66205

TEXAS DISTRICT**FS 4497/Fleet # 0/ District 41**

Tom Watkins
3 Turtle Creek Bend
Dallas TX 75204

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
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the **FREE** Sailor's Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

Skirted Mooring Cover above. We also make
 "Mooring" without skirt, Trailing-Mooring, Mast,
 T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

Comprehensive Website www.sailorstailor.com



The Sailors' Tailor, Inc.

Tel. 1-800-800-6050
 1480 W. Spring Valley-Paintersville Rd.
 Spring Valley, Ohio 45370

CAVEAT EMPTOR = BUYER BEWARE

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

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

FS427 - Customflex built in 1963. Old, ugly, very fast. Boat and sails (North main, jib, chute) were 1st of 54 at 2005 Midwest District Championships. Includes sails, newer galvanized Karavan trailer w/spare, all running & standing rigging, spin pole. Race ready: Harken hardware, 2:1 jib sheets. Dry sailed. Dark Blue. **\$4000** Located in Milwaukee, WI. Contact Jay Lott at 414-298-8197

FS600 - Flying Scot built in 1963. 19' boat with mainsail, jib, and spinnaker. Cover and trailer. **\$3,900** Located in Orlando, FL. Contact Ramon Laguna at 407-257-0992 or raylaguna5@aol.com

FS782 - Lofland built in 1965. Hull re-cored with Baltek and West System. epoxylux Interlux two part urathane finish. North mainsail and Schurr jib and spinnaker. No spinnaker pole. New mahogany stanchion, walnut centerboard cap, trailer, Sailor's Tailor mooring cover, swim ladder and motor mount. Pictures at <http://members.cox.net/kanzan/> **\$7600** Located in Oklahoma City, OK. Contact Joyce Sinclair at 405-923-5369 or kanzan@cox.net

FS1721 - Lofland built in 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 or jksicinski@humboldt1.com

FS1864 - Ranger built in 1970. White hull blue deck. Sound hull. Some delamination in port stern deck. Two sets of sails, one spinnaker. TeeNee trailer new wheels, tires, bearing. **\$2000** Located in Kennewick, WA. Contact Richard Anderson at 509-378-0263 or rich-hom@charter.net

FS2262 - Douglass built in 1972. Excellent condition - "Good" North Sails - New rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch and many more additions. Galvanized trailer less than 10 years old. **\$5500** Located in Greensboro, NC. Contact Cary Wren at 336-333-9420

FS2285 - Customflex built in 1973. Light blue hull with white waterline. Hull in good condition. Mast, boom & spinnaker pole straight and in good condition. Complete rigging. Mast hinge; internal spinnaker rigging; Plastimo tactical compass; 1 set of sails with spinnaker; Trailer **\$4000** Located in Lexington, KY. Contact Garry Perry at 859-224-3804 or gperry2286@yahoo.com

FS2781 - Douglass built in 1976. Very good condition. Spinnaker rigged. Two year old Schurr cruising sails-main and jib with windows. New tabernacle last year. Trailer refurbished last year with new tires and electrical. Fiberglass in good condition with no soft spots. Will deliver a reasonable distance. **\$4000** Located in New Orleans, LA. Contact Michael Magner at 504-680-3103 or michael.magner@usdoj.gov

FS2851 - Customflex built in 1976. Bright red painted hull. Excellent bottom (very clean & smooth gelcoat) Trailer and sails. Rigged with current full race systems (center console, downhaul under deck, jib cleats on seats, etc.) **\$3200** Located in Columbia City, IN. Contact Jim Grant at 260-503-9288 or jlghome@kconline.com

FS2932 - Douglass built in 1977. Boat hull & rigging in very good condition with new Fischer racing sails. Package includes trailer, Minn Kota motor, boom cover,

anchor, etc. **\$4500** Located in Buffalo, NY. Contact Jeffrey Raugh at 716-689-7751 or wayraw@aol.com

FS3204 - Customflex built in 1978. White with blue stripes, race rigged, factory refurbished in 1992 and an aluminum (trailax) trailer, 1992. **\$3500** Located in Urbana, Illinois. Contact Mike Hartman at 217-359-2212 or mikey@jsmapts.com

FS3634 - Douglass built in 1981. Two sets of sails, including new racing North sails. One spinnaker and a solid 5-year old trailer, boat cover. Good condition. **\$3,400** Located in Maryland. Contact Steve Hoffman at 585-576-8570 or steve_hoffman@elementk.com

FS3940 - Douglass built in 1984. One set parts & spinnaker; Tee-Nee trailer; good condition; sailed only 2-3 weekends per year for last 13 years **\$5000** Located in Appleton, WI. Contact Robert Sullivan at 920-731-0916 or 920-734-0400 or sullivanapp@aol.com

FS4117 - Douglass built in 1985 in good to very good condition. Ivory deck and hull with red stripes, two year old Sobstad sails, spinnaker rarely used. Includes trailer and 2.2 hp motor. Fresh water sailed only. **\$3800**. Located in New England. Contact Tom Leonard at 781-721-5165 or tcleonard@comcast.net

FS4314 - Douglass built in 1987. Good to very good condition. New spinnaker-never used. Tee Nee trailer. **\$6000** Located in Loveladies, NJ. Contact Joy Hudecz at 212-866-5778 or jhudecz@aol.com

FS4365 - Douglass built in 1987. Good condition. One set of Schurr cruising sails with main sail reefing and spinnaker. One set of Schurr racing sails and spinnaker.

Main sail, flotation, top lift. Motor mount, swim ladder, running lights, and radio. Tee-Nee galvanized trailer with new spare tire, cabin, and full boat cover! **\$6,200** Located in Jamestown, PA. Contact Steve Matas at 216-447-1456 or smatas@inmayek.com

FS4411 - Douglass built in 1988. Very good condition. Ivory hull and deck with medium blue waterline and cove stripe. Schurr Sails (M&J) with window. 3hp outboard motor with bracket. Full cover, Tee Nee galvanized trailer. **\$6200** Located in Green Lake, WI. Contact 416-241-8224 or reinhardt@raptorcutting.com

FS4812 - Flying Scot built in 1992. In very good shape with new cover, choice of two engines, all three sails, trailer. White hull with blue trim. Shorestation also available. **\$6,500** Located in Green Lake, WI. Contact Richard Hemmings at 630-371-7102 or richard.hemmings@fla-life.com

FS4984 - Flying Scot built in 1995. Racing rigged. Custom trailer. Many extras including two suits of sails (1 suit new, 1 suit used) boat cover and accessories. Dry sailed in fresh water. Shrink wrapped on trailer 4 years. In excellent condition. **\$9700** Located in Stonington, ME. Contact Patricia Brierley at 207-367-6561.

FS5473 - Flying Scot built in 2002. Racing Rig, hunter green hull, and new trailer. Excellent Condition. **\$10,000**. Located in East Hampton, NY. Contact Blake Davies at 917-913-6774 or blakedavies@yahoo.com



THE FSSA CLASS FLAG

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

Price is \$25.00 plus \$6.00 S&H.

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



490 South L Street
Pensacola, Florida 32501
850-438-9354 fax 850-438-8711
loft@schurrsails.com

www.schurrsails.com

Design

The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails. Our record speaks for itself with numerous wins in present and past local, regional, and national events

Fabrication

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

Service

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



Excellence in Design, Fabrication & Service

Whether you're Cruising the Open waters or Racing around the buoys, Schurr Sails has the equipment you need to get you there safely and quickly.

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

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

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

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

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

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

A photograph of two men on a sailboat. One man is in the foreground, wearing a white t-shirt and a dark cap, leaning over the side of the boat. The other man is behind him, also in a white t-shirt and dark cap, holding onto a rope. The boat is white with a red stripe along the hull. The background shows a body of water and a white sail.

Join Today!

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

800-445-8629

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

FSSA Headquarters:

One Windsor Cove, Suite 305 • Columbia, SC 29223

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

Address Service Requested

Periodical
Postage
PAID
Columbia, SC
29201

District Governors

CAPITOL DISTRICT

Johannes (Hans) Noordanus
PO Box 1371
Lake of the Woods, VA 22508
(540) 846-1605
hans.noordanus@lowsc.org

CAROLINAS DISTRICT

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

FLORIDA DISTRICT

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

GREATER NY DISTRICT

John Cooke
One White Oak Drive
Danbury, CT 06810
(203) 792-6919
jcooke@trianglepackage.com

GULF DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

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

MIDWESTERN DISTRICT

Ryan Malmgren
1621 Madison Street
Madison, WI 53711
(608) 225-4287
ryanmalm@yahoo.com

NEW ENGLAND DISTRICT

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

NY LAKES DISTRICT

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

OHIO DISTRICT

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

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

James W. Calvert
1230 West Street
Emporia, KS 66801
(620) 342-7104
fs1475@osprey.net

TEXAS DISTRICT

Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4884
gretamittman@yahoo.com