

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 51 NUMBER 1 2007

NEW ENGLAND DISTRICT HIGHLIGHT

2006
New England District
REGATTA

The New England View
of the 2006 NACs

With Thoughts from Several Participants

FLEET
GROWTH
AWARDS

New England's Fleet 76
SAILS SARATOGA

Massapoag Yacht Club 57th Annual Regatta

Pure Power

2006

1st MIDWINTERS

1st, 2, 3rd, 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

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From The President

by Glenn Shaffer, FS 5213



A Golden Occasion

This year marks the 50th anniversary of the Flying Scot which was conceived, designed, and first built by Gordon K. ("Sandy") Douglass. During this year, a "split" North American Championship has been planned with racing to be held at Fishing Bay Yacht Club in Deltaville, VA to be followed by an anniversary celebration at Deep Creek Lake, MD, the home of Flying Scot, Inc. The Carpenters have some special events in mind for us as well as an inspired 50th anniversary edition Scot. There will be a special issue of *Scots n' Water* to commemorate the occasion and to look back on the joy of Flying Scot sailing which has been shared by all. I hope that you will also take this opportunity to join in the celebration at your local fleets and districts.

Most Flying Scot sailors are probably aware that Sandy Douglass first designed the Thistle and Highlander prior to creating the Flying Scot. However, I suspect that few are familiar with Sandy's growth as a championship sailor and the trials and tribulations that he endured to ultimately build Flying Scot #1. In his book, *Sixty Years Behind the Mast*, Sandy describes how, at the age of 13 in 1917, he was introduced by his father to racing a sailing canoe at New Jersey's Lake Hopatcong. Sailing came naturally to Sandy and the Barnegat Bay sneakbox became the boat of choice for Sandy and other young sailors at the Lake Hopatcong Yacht Club where they perfected their light air skills. After graduating from Dartmouth College in 1926, the Depression years left Sandy without a clear vocational path and marked a period during which he became an expert canoe paddler, competing on teams under the American and Canadian Canoe Associations.

Out of competitive necessity, Sandy became expert in the design, construction

and rigging of both sailing and paddling canoes. In 1938, an aspiring builder from Ohio, Richard Macfarlane, contacted Sandy and requested his assistance in fulfilling an order for a Ten Square Meter Sailing Canoe. It was at this point that Sandy came to the realization that he could utilize his considerable skills to become a professional boat-builder which led to the establishment of the Macfarlane – Douglass Boat Company. But it was a tough business and Macfarlane soon lost interest and left Sandy with several unfulfilled orders. Sandy changed the sign over his door to the Gordon Douglass Boat Company and during the ensuing years built several types of boats including the first molded-plywood sailboats, Interlakes, and International 21 Class boats.

Strongly influenced by the International 14, Sandy Douglass commenced his design of the Thistle during the World War II years and by 1945 had built a prototype. During this era, there were several new chine designs introduced such as the Snipe, Comet and Lightning which were all meant to fill a void in the small boat market. Sandy sought to design a family daysailer that was lighter, with excellent performance and handling, at a competitive price. Such a design was possible using the Vidal process for molding hulls of laminated wood. The Thistle was an instant hit, and as it grew in popularity, so to did Sandy's need for a facility that could handle its projected production. Sandy was introduced to Ray McLeod, a successful painting contractor, who had recently purchased the Grand River Boat Works and contracted to handle the spring painting of yachts. While McLeod knew nothing about building boats, together they complimented each other and they established Douglass & McLeod, Inc. Started with the best of intentions, this new firm struggled financially and eventually

philosophical differences between Sandy Douglass and Ray McLeod would result in its demise.

By 1949 Sandy was thinking about building a larger boat to add to Douglass & McLeod's line and to replace the International 21's. He would have preferred going to a nineteen-foot length but the Lightning was then at the peak of its popularity and he elected to go to twenty feet to avoid head to head rivalry. The challenge, however, was to design a light centerboarder, that big, that had adequate stability. Sandy found success with his design of the Highlander by reducing the volume of the underwater hull by hollowing out the garboard area (the area on either side of the keel) to reduce displacement (the beginnings of the tunnel hull) and a reverse sheer. While the Highlander became and continues to be a popular boat and racing class, the relationship between Sandy and Ray McLeod deteriorated and they parted ways in 1956 with Sandy ultimately losing his right to build either the Thistle or Highlander.

Starting over, Sandy went back to the design of the nineteen-footer he would have built back in 1948 but for the popularity of the Lightning at that time. This new creation would be a fiberglass planing boat, boasting aluminum spars that would accentuate the best qualities of the Highlander, with increased stability that two persons could handle. Sandy experimented with using balsa blocks between layers of fiberglass to provide stiffness to the deck and bottom of the boat. One of the most difficult design problems was deciding on a name and suitable emblem for the boat. The initial prototype had a 250 pound centerboard and lacked drains in the seats. Weeks of work ensued to make the mold near-perfect. At the time, few people possessed any knowledge or experience in fiberglass lay-up so it was

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From the Editor

Kay Summerfield



As you may know, 2007 is the 50th anniversary of the Flying Scot. We plan to have a special issue in 2007 a "Sailing through Memories" anniversary issue.

I am looking for articles about – and photos from – the early years. If anyone has older issues, 1957 to 1978, that I could borrow, I would appreciate using them. All copies that you loan will be returned to you, if you provide your return address.

We would especially like to have articles about Gordon "Sandy" Douglass. Please send your memories and event photos. The deadline for submission is February 15, 2007. If you have any ideas as to what you would like in this special issue, please let me know. It will take all Flying Scot sailors to make this anniversary issue a success.

If you have any questions, please feel free to contact me. ▲



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Fleet Growth Awards

by Charles Buffington, Chair, FS 5347

Several Flying Scot fleets received Fleet Growth Awards for 2006 at the North American Championship in Marblehead. I asked the fleet captains to share their secrets. Fleet building requires constant attention and innovation. Perhaps some of these ideas will work in your fleet.

Fleet 191 in Central Oklahoma added 13 boats in 2006. Captain Mike Anderson tells how.

"Every one of our fleet members races other boats or works race committee. Our club's serious racing is on Wednesday nights, when we generally have 40 to 50 boats on the line, mostly J-22s, J-24s, M-24s, and other keelboats. Last year we started a centerboard series on Tuesday nights with two Flying Scots, a gaggle of Lasers, Sunfish, 505s, 420s, and an Opti or two. Boat club members saw the fun we were having and started buying boats. I think they bought up every used Scot from Ohio to the Gulf!

"The true secret to our fleet is the membership. When the six charter members first got together to form a fleet, we decided that our purpose was to have fun, stay out of an 'arms race,' sail friendly, and help new members learn to sail and rig the Scot properly. With that attitude, the word spread fast. John Fleming was the true spark plug for the fleet; he talked it up, and found boats for prospective fleet members. He also told us what to look for in a boat and what to avoid.

"Over the winter, one of our members opened his shop on weekends for any of us to work on our boats. A few of the owners spent the winter replacing the floors in their boats. I might mention that none of our boats have cost more than \$5,000. The newest boat is FS 3943 and the oldest is FS 746.

"We had great support from our district governor, Greta Mittman, and her husband, Michael. They put on rigging clinics for us and last spring brought Harry and Carrie Carpenter up from Dallas for a dinner meeting and a look at our boats and facilities.



The members of Fleet 135 with their 2006 Fleet Growth Award.



The members of Fleet 191 at their annual meeting.

Harry talked to us and answered questions about the boat and gave us great suggestions and encouragement.

"Back to secrets, we decided that we would take turns providing after-race meals on Tuesday nights; this was a huge and popular deal. Also, after the races we had a debriefing session after the keg was opened. Skippers of the boats finishing in first, second, or third place had to answer questions on rigging, tactics, luck, or any other topic the other sailors wanted to discuss.

"We hosted the Southwest District Championship this past spring, and I can't overstate the value of hosting that event. On Friday night we had a Scot racing seminar conducted by the Mittmans, Kelly Gough, Bill Draheim, Scott Mauney, and Harry and Carrie Carpenter, who came back for our race. The support that we have received from the Scot fleet at White Rock in Dallas has been phenomenal, and we thank them.

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The New England View of the 2006 NACs

With Thoughts from Several Participants

by Diane Kampf, FS 5157,
Fleet 76, Sharon, MA,
New England District Governor



2006 NAC Start



After spending over a year working with chair Randy Williams and the New England District planning the 2006 Flying Scot North American Championships, my husband and skipper, Greg, and I really looked forward to a wonderful week in Marblehead, Massachusetts. Marblehead is a wonderful venue for sailing and racing. Several national championships are held there every year and the Corinthian Yacht Club staff had worked hard to prepare and definitely were ready to host us.

On Saturday, July 8, we arrived at Salem State College, where we were going to stay for the week, with a carload and boatload of t-shirts, awards, and probably enough clothes for three weeks. Our daughter Cassandra St. Gelais joined us there to help with registration. The suite had a common area and four bedrooms, so we knew we would have roommates. We later met John Hubbard and Mike and Amy Miller from Fishing Bay Yacht Club, the site of the 2007 NAC. John and I talked about transitioning knowledge and some of the files I was using to manage the regatta records. We met lots of other people; in fact, 85 guests from the NAC were registered at the Salem State dorm. At Marblehead High School, where we left our boat for the next day's check-in and measuring, we met Cindy Cady and her son Mac with a brand-new boat she was able to borrow from her boss. She and Mac were working on a safe and

neat way to break a bottle of champagne over the bow to christen the boat. Later, a group of us enjoyed a wonderful dinner at Maddy's Sail Loft then headed back to our "homes" to get ready for the next day.

On Sunday, July 9, Greg, Kassy, and I left at 6:00 a.m. to get to Marblehead High School, where registration, check-in, and measuring were scheduled to start at 8:00 a.m. We met up with Randy Rubinstein, head of the measurement committee, and Harvey Davidson, both from our Fleet 76 at the Massapoag Yacht Club in Sharon, Massachusetts. We had about 25 people there from our club - some from our FS Fleet 76 and some from our Day Sailer Fleet 79, who were preparing to host the 2006 Day Sailer NAC at our club just two weeks later with the help of our Flying Scot fleet. Len Guenther, who will be working on measuring for the 2007 NAC, also joined us to help out. We had our assembly line all ready for the steady stream of skippers and crews checking in; registering; and getting programs, t-shirts, maps, class ribbons for their sails, bow numbers for their boats, and measuring sheets for whichever of the three groups they fell into. We tried hard to give people bow numbers that matched some part of their sail numbers. The numbers people asked for most often were 12 and 13. Mac Cady asked for the number 13, his age, but it was already taken by another boat, so he settled for 14. The skippers then moved on to sail measuring.

Meanwhile, back at the Corinthian Yacht Club, we had Randy Williams, Hank Sykes, and folks from the Rockport fleet launching and assisting boats in getting set up to go into the water. By 5:30 p.m., all 64 registered boats were launched, moored or docked, and ready for racing the next day. We met up with several people at the Barnacle Restaurant for dinner, including Ann and Peter Seidman, who were in town for the board of governors' dinner. After dinner, I spent most of the evening updating records, counting money, and getting race results sheets ready for the Corinthian Yacht Club's race committee.

Some races were held on Sunday afternoon. Unfortunately, there were not enough women signed up to hold the Women's NAC, but there were five boats for the Junior NAC. Three races were held on Sunday, and Mac Cady won the Junior NAC with his mother, Cindy, as crew. Other junior skippers, in order of their finish in the NAC, included Collin Clark, Bethany Leonard, Brad Hoyt, and Cameron Archibald.

We had a great day of racing Monday, with two windward-leeward courses in great winds with some shifts. Places changed often during the races, and several of the boats we were close to during the races changed places with us again and again, including our roommates, who were close to us all day and all night, too! We had a mooring far away from the club, and

Continued On Next Page



we worked hard to get buttoned up for the night so we could get in to shore for the Monday night festivities. We followed up a great day of racing with a cookout hosted at the Corinthian with free rum from Mount Gay Rum Company, some free t-shirts from them, beer paid for by regatta funds, and a raffle of prizes donated by our sponsors. We put everyone's bow number into a hat and chose numbers to select the raffle winners. The neatest thing happened when the VHS radio donated by West Marine was won by number 14, Mac Cady, so that number 14 was lucky, indeed!

We had a second wonderful day of racing on Tuesday, although we did have a delay when there was no wind. The wind picked up to 15 and we raced, with the wind really dying near the end of the race. With the sky looking a bit dark, we wondered if we were going to get wet going in to shore. We were lucky enough to be assigned a dock space so that I could get in quickly to help get ready for the evening events. Little did we know that that was going to be not so lucky after all. As I worked with the race committee to compile race results and determine the participants in the championship, challenger, and senior divisions, the board of governors' dinner was taking place in one of the banquet rooms. Everyone was safe on shore when the rain began in earnest. Very

quickly, we were getting waterfalls flowing off the roof of the clubhouse and hail as big as 2" falling on the deck. Most people came inside, but a few stayed out on the deck. Suddenly it turned a very strange gray outside, and it felt like the windows were getting sucked into the clubhouse. A very loud noise came from outside, and the rain got even worse. The next thing we knew there were 30+ Scots overturned and underwater, and the only way to identify them was by the bow numbers. Greg told me that our boat was over, but I had no idea what I was about to see. There were boats on top of each other on the dock and boats overturned on moorings, and it was very hard to see our previously pristine Brother Bill (FS 5157) upside-down next to Peter McAvoy's boat in front of the dock with broken masts. A couple of magnificent trees in a yard close to the club had all their foliage missing and every branch broken off—I had never seen anything like it! There were 20+ broken masts, broken booms and other hardware, damaged fiberglass, missing parts, and lots of missing sails. I have to say that I was overwhelmed by the damage, and I shed a little tear seeing all this and at the same time being so thankful that no one was hurt.

At that point, the staff of the Corinthian Yacht Club assessed the situation and determined that there were no people hurt but that their dock and boats were so heav-

ily damaged that there was no way for them to continue to support the regatta. We were very grateful for the work of the staff to ensure everyone's safety before the storm, even though we had no way to anticipate the severity. We were all brought into the Harbor Room, where we were told that the regatta was over and that the recovery effort would begin immediately. The Corinthian closed their club to members and allowed only the Flying Scot sailors to stay around, allowing us to continue whatever social events we still might want to hold, and the staff agreed to be available until all boats were removed and we were finished with what was left of the event.

I worked with members of the executive committee to determine what to do with the awards, if anything. We all agreed that we could not call this an NAC but that there was a regatta and perhaps we could do something. We agreed to split the fleets into Fleet A, Fleet B, and Seniors. I spent time removing the engraved plates from the awards and worked with the race committee to figure out what the split was. Because I had spent time before the storm determining who would sail in the Senior Fleet, we simply split the rest of the fleet in half and determined places for the top ten in Fleet A and Fleet B and for the top three in the Senior Fleet. We also agreed to hold the annual meeting and dinner on Wednesday night and hoped people would



FS 5157 before the NAC.



Suddenly it turned a very strange grey outside...



FS 5157 after the NAC.

stay and join us. We originally had 105 people scheduled to attend the dinner, but we ended up with over 150 people there. People just really needed to be together.

Several members of the Flying Scot class assisted the Corinthian in recovering boats, including righting them and bailing or pumping them out. Harry Carpenter, Chris and Linda Danilek, Ryan Malmgren, Woody Steiffel, and Melanie Dunham were among those who helped. There were probably others that night, but that's who I knew about. What an amazing amount of work got done that night! People were exhausted.

On Wednesday, the day was spent recovering boats and getting them on trailers and ready to go home. We had to take boats out at the nearby Eastern Yacht Club, because the Corinthian had boats overturned on their ramp and their own docks and boats were out of commission. People from the entire fleet assisted each other, and I was proud to be part of such a fine group. There were people out retrieving boats, people working on the ramps, people directing traffic, and everyone helped each other as a boat was brought to the dock. I felt bad for everyone who was disappointed in the outcome, but I remained grateful that no one was hurt and that we just had to fix boats and get new boat parts and sails. The Corinthian was unable to hold any races until Saturday of that week, and even then the Marblehead Race Authority was able to put together just one committee boat that still had all the required equipment.

Wednesday evening, we prepared for the annual meeting. I spent several hours preparing the trophies and lists of winners and had only a few minutes to get washed up and dressed. The executive committee knew that we could not award trophies as the NAC, but the decision had been made by the executive committee to award the trophies as Fleet A and Fleet B, using the standings after the qualifying round. Some special awards were given; a really nice presentation was given by the Capitol District Governor, Hans Noordanus; and we had a wonderful dinner. I think it helped to have so many people together after such an event to talk about what had happened, to share stories of what people had seen and experienced, and to show the camaraderie that the sailing community, and particularly the Flying Scots, really have. When the Fleet of the Year Award

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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.

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was given, the folks from Fleet 76 were sitting in anticipation, thinking that we could never win against the likes of Lake Norman or Saratoga and the other nominees. Lo and behold, they called our Fleet 76 as the winner, and there was just a great feeling among our fleet after having worked so hard this year, as well as all those years Jim Cavanagh and others worked to build the fleet.

After the event, there were still people who questioned the decisions and thought we might have been able to race with the boats that remained, but there was so much to do to help those with broken boats and there was not really a race committee or a regatta committee available to make this happen. Most felt that they would not want to race with eight of the top ten boats in each division no longer able to sail, while others thought it would at least be something to take home rather than just disappointment. I think the Corinthian Yacht Club made the right decision at the time, and I try not to go back and question too much.

After most sailors had gone home, there was still lots to do to finish up the event.

There was the cleanup and the management of the perpetual trophies, the bill-paying, and the decisions re what to do with the money that was left. We gave some thought as to how we could give some of the money back to the participants. But there really wasn't enough to give back any significant amount. There were suggestions that we give it to next year's NAC, to FSSA, to the fleets that sponsored the event, or to provide a souvenir for everyone who participated. It seemed that making a t-shirt for each of the participants would be appropriate, and something that would be a fun way to remember the event and the

friendships made there. We designed a shirt with a tornado on the front, with the saying "We survived the 2006 Flying Scot NAC...a whole new meaning to Flying Scot." The t-shirts were very well received, and I saw them at regattas during the rest of the season. The rest of the money was split, with a large donation to FSSA and a donation to each of the New England fleets that helped with the regatta.

Then there was the process of getting the boats repaired. The New England District put in an order for seven masts, three booms, several boom crutches, several spinnaker poles, and boxes of lots of other parts. Harry Carpenter and Company made unbelievably quick work of getting the parts, and they were ready before the New England Districts in Harwichport. Now, how to get them to Massachusetts? Well, you just have to have a good friend Harry and another good friend John Cooke in Connecticut. Harry managed to build a rack on a trailer for all the masts and booms, and John and his daughter drove from Maryland to Massapoag Yacht Club to deliver all the parts. Art Bookstein picked

Continued On Next Page

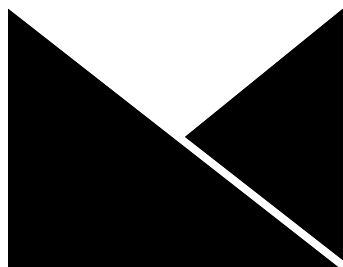
We survived the FS 2006 NAC



...a whole new meaning to Flying Scot

There are new sails in town.

They're called **MAD SAILS...**
perhaps because they're
so **FAST** and **FURIOUS**.



MAD SAILS

Mad Sails showed up a few years ago on the upper Midwest side and started making noise right away. '06 was especially loud:

- Midwest District Championship – 1, 2, 3, 4, 5
- 101st Ephraim Regatta – 1, 3, 4, 5
- Lake Carlyle Whale of a Sail – 1

A couple Mad Sails first appeared on the East Coast part of town in '05. A few more arrived in '06 and people began to take notice:

- North American Championship* – 1[†], 2, 4, 5
- Canadian Championship – 2
- New England District Championship – 1
- Lake Norman Great 48 Regatta – 1
- Atlantic Coast Championship – 2
- 20th Saratoga Invitational (48 boats) – 1
- 57th Massapoag Regatta – 1

*truncated series due to storm

†mixed inventory

If you would like an introduction to *Mad Sails* — call or email Ryan Malmgren.

Chances are you'll become fast friends.

Ryan Malmgren | ryanmalm@yahoo.com | madsails@gmail.com | 1621 Madison Street | Madison, WI 53711 | 608-225-4287



John Cooke and his daughter when they delivered the masts to Massapoag Yacht Club.

up the masts for Rockport, and Roger Sharp from Fleet 76 brought a few to the New England District regatta, where Randy Williams and Pete McAvoy were able to make their boat whole before the first race. It was a while before Brother Bill was whole again, so we gratefully borrowed boats at Massapoag, Harwichport, and Saratoga until we got our own boat back. In the meantime, we had yet another microburst—this time at our own yacht club, with 15 boats over but no broken masts and only a couple of Wednesday-night races cancelled. After all the repairs, Brother Bill was back in business and seemed to be better than ever. In fact, the boat looks like new—new mast, new boom, new rub rail, polished topsides, new stripes and name, new sails, and all the fiberglass intact again. No one would ever believe what that boat had been through, but I know I won't forget.

I want to thank everyone who participated in the event; all the people who organized the event and worked registration, measuring, and launching; and all those who helped on Tuesday night and all day Wednesday to get all the boats out of the water and safely onto trailers for the trek home. I also want to thank the Corinthian Yacht Club for being good hosts and for being so well prepared to handle the storm and its aftermath, as well as the Eastern Yacht Club for its assistance on Wednesday. Last, but not least, I want to thank the Flying Scot Sailing Association for the opportunity to be involved in the event. I hope we can try again in a future year. This is definitely a time I will never

forget. I look forward to a more serene NAC next year!

Here are thoughts from some other participants:

Charles Nicolosi, FS 5122, Fleet 11, Sandy Bay Yacht Club, Rockport, Massachusetts, wrote:

"During the second race on Tuesday, light wind was followed by no wind and threatening sky. My crew, Kathy and Mike Frigard, and I were relieved to be back at our mooring next to the Frigards' Ocean Alexander 42, Loose Goose X. We were disappointed with most of the decisions that were made sailing during the qualifying races. Kathy Nicolosi spent most of Tuesday getting Loose Goose ready to host a cocktail hour tied to the dock at CYC for Scot sailors.

"Shortly after rolling the sails on 5122 and securing the boat to Loose Goose X, we were hit with several squalls that included good-sized hail, lightning, and strong winds. Our decision to postpone the party until Thursday was unanimous. In retrospect, this was the best decision we made during those two days. After about 30 minutes, the wind increased dramatically, with accompanying lightning and rain. We didn't think too much about the conditions until we heard that the CYC had suspended launch service to their dock indefinitely.

"After the storm passed, we all boarded Loose Goose's dinghy and motored to the CYC. We were overwhelmed by the devastation that we saw. We counted more than 30 Scots overturned and several oth-

er boats severely damaged or sunk in the wake of the 'microburst.' We took an inventory of the Scot fleet, picked up several sails floating in the harbor, and aided Woody [from Texas] in righting three boats. At that point, we knew that the regatta would be cancelled and Wednesday would become a day of recovery.

"On Wednesday, Mike was given the duty of queuing the boats for hauling at the Eastern Yacht Club. Kathy Frigard and Kathy Nicolosi helped coordinate vehicular traffic at the Eastern, and I was busy hip-towing Scots with the dinghy to the Eastern. By the end of the day, with a tremendous amount of help from so many people, all of the Scots had been righted and hauled.

"The Scot sailors are truly amazing. Everyone pitched in to help with the recovery effort and—despite all the damage, lost gear, and disappointment—made the best of the situation. The CYC is a tremendous club with a spectacular location. The club's response to the situation was immediate. Everyone at CYC demonstrated professionalism, efficiency, and a genuine human spirit.

"The storm was a quirk. The spirit of Scot sailors and everyone associated with the regatta is what we will remember. This was our first national regatta, and we are already looking forward to our next one."

Courtney Waldrup, FSSA executive secretary, wrote:

"First let me say that you and your team did an amazing job. Each event clearly showed the amount of time and effort each of you contributed. I was even more amazed at the composure that each of you demonstrated and your willingness to accommodate the association in the distribution of the awards.

"On Wednesday, while sitting at the club, I watched Harry, Jimmy, Larry, Carrie, Melanie, Bill, and several other sailors dedicate almost the entire day to assisting the Corinthian Yacht Club with the Flying Scot boats. What I didn't see was the number of members assisting at Eastern YC with getting the boats out of the water. Between the two clubs, we had tremendous member participation. I believe this kind of dedication shows the amount of support sailors give one another."

Dr. Thomas Hohler wrote:

"I want to say that the great generosity and efforts made by Harry Carpenter, Larry Taggart, and Bill Dunham and their crews should be publicly recognized.

They came back into the college dorms around 10:00 Tuesday night after having been out turning boats upright until dark. By taking charge and finding a small out-board boat, they lessened the concerns of those whose boats had been upset during the storm. This spontaneous effort made Wednesday's work of taking boats out much easier. I had hoped that during Wednesday night's dinner these individuals would be mentioned. There may have been others who worked that night, but I am personally aware of the efforts and time spent by these individuals."

Sandy Eustis (FS 5610) wrote:

"It was quite an experience! Forty-eight of sixty-three Scots (just my count) were suddenly either turtled or smashed onto the Corinthian dock at about 3 p.m. on Tuesday--30 minutes or so after the last Scot sailors got back into the clubhouse. The big squall hit about 5 minutes before an embedded 'microburst tornado,' or whatever-the-hell-it-was, struck the middle of Marblehead Harbor, spun 200 yards across the Corinthian Yacht Club's waterfront facilities system, ran through their Etchells dry storage area, took out a couple of monstrous trees, busted all the windows in a big harborfront home, and left a patch of shoreside general destruction another 200 yards long before lifting off and departing. It was simply stunning to see the damage when the squall abated and we finally ventured out of the clubhouse.

"Fortunately, Keith and I were moored near the entrance to Marblehead Harbor, where Phantom was hit by the fiercest squall I've ever seen (8" to 12" of water in the boat in 15 minutes), but I was NOT turtled and suffered NO damage to the boat or my gear--nothing more than a blow to my previously rather glib sense of security/safety while in a sailboat. Every Scot struck by the rogue gust was turtled or smashed; there were several sinkings and some extensive damage to a number of the bigger boats that our fleet was moored among; and the five dry-sailed Etchells (8000 lbs. each) were thrown into a common pile of broken rigging and damaged hulls. I'm grateful to the Corinthian YC race committee for shortening the final qualifying race and herding us off the water just in time. Had they not done so, I think there would have been a number of fatalities.

"The regatta was cancelled immediately after the storm, and we spent a day recovering and helping friends before leav-

ing on Thursday morning. In the end, the damage to the fleet was much less than would have been expected from a picture of the harbor after the storm. I don't have exact totals, but Harry Carpenter told me he thought there were 6 to 10 boats with hull damage, but only two or three were 'serious' (for example, I saw two Scots that each had only a single 2" tear in the fiberglass lip on the after edge of their cockpits.) There were probably 8 to 12 broken masts on boats tied to the dock or moored near shore in shallower water, but at least 30 boats were righted with masts intact. Lots of folks lost gear, including sails, spinnaker poles, VHF radios, clothing, etc., while floating upside-down for anywhere from one hour to 20 hours. No one was hurt, so we were all either just plain lucky or blessed by the deity of your choice.

"Again -- it was quite an experience. Funny how the sailing stories I most vividly remember typically have very little to do with racing per se but instead are about strange events that occur at regattas. I'll remember this one for a loooong time."

NAC 2006 impressions -- Chris Danilek -- FS 5626

"My wife Linda and I had a wonderful time up until the microburst. We acquainted ourselves with a bunch of folks from previous Scot regattas and met many new friends.

"Measurement on Sunday at Marblehead High School went like clockwork -- an extremely well-organized and painless process. Diane Kampf eased our minds when we showed up without our two kids crewing and made the adjustments on her computer pronto. We only had to measure our jibs, and Jim Cavanagh's safety inspection became a social event. I stuck our assigned number 56 to each side of the bow.

"We proceeded to Corinthian YC for launching at our own pace but let the Junior NAC boats cut ahead in the hoist line to get launched so they could get out on the water. After being assigned a mooring, we rigged up and went sailing to check out the course area and watched the juniors race. The race committee offered a practice start, which only John Luard and Linda and I participated in. We learned a few things, especially a reminder about the _-knot current. I hailed 'Nice start, John' as he pulled away. 'Get used to it!' he shot back with a smile. We tacked away from his dirty air but then were ahead on the first re-cross. This was going to be a fun regat-

ta! John later said that he retuned his rig, returning to his old settings. He won the first qualifying race.

"Monday morning the skippers' meeting was concluded with a weather briefing that started off with a joke something like 'One thing I can say is that you won't have snow!'

"At the mooring each morning before rigging up to race, I jumped in the harbor to rub the slime [real or imagined] off the bottom with a sponge. It was warmer than our Canadian lake and clean, though a bit saltier. After climbing out, I stood on the afterdeck and poured a gallon of fresh water we brought for the purpose over my head and back and down my shorts to combat dreaded IA.

"The three qualifying races were terrific fun and made the whole trip worth the effort for Linda and me. All races were W-L-W-L-W courses. The racing was a blast, even though I touched the windward mark in Race 1 and had to do a penalty circle. The shifts were very subtle and the Tacktick compass paid for itself when we went from 5th to 3rd on the final leg, finding we were competitive upwind and very fast downwind. In Race 2 we had a long drag race out to the right side with Harry C. and found we were the same speed but he pointed a wee bit higher. I pulled on more vang than ever.

"Tuesday was a day to remember for a lifetime, for many reasons. There was one qualifying race to go and we were in the 2nd Division to start. Linda wanted to be first on the water, so after bottom cleaning we headed out early. With the light east-southeasterly and adverse current, we only checked in five minutes before the scheduled start, and the entire fleet was astern of us. Then the wind died almost completely and we hung around for over an hour. The sky was getting grey and it was pretty hot and hazy.

"Eventually a southeasterly arrived and by our start was up to 15 knots or so. The 1st Division start gave us a clue that the right side was favored upwind, and we started three boats from the windward end and, along with Josh Goldman, ducked Hans and Jim Cavanagh to get right. As we rounded the weather mark 4th, I noticed the southwest sky getting darker.

"Downwind the wind started to peter out and we cruised up even with the leaders, then rounded the left gate to go right again, thinking we had a shot at winning.

Continued On Page 17



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.

Finish Line- Polyester

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

Buzz
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 Braid. It is a light weight floating line that stays round under load so it is easy to cleat and unclasp as well as having unsurpassed 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 sheet. 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 woven in a pretty loose array. Runs super well. We use as non-walk absorbing painter and for anchor lines in ketches.

...filling our small diameter 10% polyester... second increments. The numbers are

Line Diameters

We like measured the diameters of lines to really see how "big" they are. This is noted as the "big" behind the inch/mm graph. The manufacturers do a good building consistent size, but a good hard to split the sizing hairs on 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 to 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 preloaded 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 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

Focus on New England Ropes Dinghy Line Developments

This is one of those every where one of our Vendor's 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 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.

Spider Line

Spider Line is a perfect line for your highly loaded control lines on dinghies. Spider line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch. Take a look at the chart from our Punisher results. New England offers the Spider Line in four sizes ranging from 1.5MM, perfect for sail lines on your Opti, to 4.5MM. All the sizes except the 1.5MM have a braided core...Hmmm...thinking you could make some crazy small tapered lines if you have the patience, ferry 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 12-strand 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 spin sheets on Sea's all last season and I pretty much think there is no equal. Super Light while still offering fantastic performance.

Spider Line down to 1.8mm, Dyneema

Flight Line, Strippable Polypro to Dyneema

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 when used on big boats, because of its single braid construction this line also works really well in high pitch chafe applications because of its good running ability.



Finish Line, Pre Tensioned Polyester

Buzz, Braided Polypro

Regatta Lite

...filling our small diameter 10% polyester... second increments. The numbers are

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Josh hit the right gate mark, I assume, because he did a donut turn and initially followed us right. Jim and Larry Taggart went left off the right gate mark. Linda noticed Larry tack and get a 15 degree port tack lift way out on our hip. We should have tacked right away and bailed out of the right side, because Larry's lift later became 50 degrees. Josh did bail and survived to round 3rd, then passed Jim near the shortened downwind finish to get 2nd place behind Larry. We survived to get 4th, giving us a 3, 4, 4 for the qualifiers, which do not carry forward to the Championship Division scores. Everyone starts even. So I figured we had had good practice for the real racing to come. Little did we know this regatta was history.

"On the light spinnaker run home, we started to see lightning way off to the west and it was getting darker. Linda started to paddle hard and I turned on VHF Ch. 72, the emergency channel, which had only useless chatter on it when I needed someone to tell us what was on the WX radar and how close the storms were to us.

"We got on a tow with six other Scots soon after, pulled by an RC boat. I rolled up the jib, bagged it, and stowed it under the bow. In the harbor, I secured the mooring pennant to the mast base, thinking we would only see rain and lightning with little wind. This mooring was normally for a large cruising boat and was located out near the harbor entrance a hundred yards from the CYC docks. The pennant was over an inch thick and had heavy chafing gear, which I lashed to our Scot's bow eye. We quickly rolled the main, leaving it on the boom secured with two sail ties, bagged the chute without untying sheets or halyard, stuffed it forward, ahead of the seat, raised the rudder blade clear of the water but did not unship the rudder. After raising the centerboard all the way, we grabbed our gear and car keys, catching the first launch ride into the dock.

"Linda asked for the car key and vanished saying, 'I'll explain later.' So I hung out in the CYC clubhouse watching the lightning and socializing. At some point

it started hailing big-time, and Brian Hayes lobbed a snowball at me. Somebody remembered 'One thing I can say is it won't snow!'

"I didn't know where Linda was, and she had both cell phones in the car. I went out to the parking lot but no Linda. Melanie Dunham had her phone and dialed Linda for me. She was OK in downtown Salem in heavy rain.

"Back in the west-facing dining room about 20 minutes after the hail, I was sitting with Scott and Natalie Mauney, Bill Draheim and Ryan and Kimber Malmgren watching tremendous amounts of rain-water cascade over the gutters making

the Malmgrens #22, and John Luard's #26 were first in sight, mast stuck in the mud. Dave Osler's was upright, but the mast was bent. Eventually, as I strained, I could make out our bow 56 in the haze. Whew! We were upright and OK! So was #52 next to us, Bill Ross. Amazingly lucky.

"John Luard asked me, 'So, Captain Danilek, what did you do differently from the rest of us?' All I could say was that, out of sheer laziness and haste, I had left the main lashed to the boom and the rudder shipped but blade up. This may have given our Scot enough windage to spin fast enough as the wind backed to present the bow to the wind instead of the beam. Or

it may have been plain dumb luck that our boat did not get the same wind as the others 30 yards away. Eventually I counted 15 upright Scots out of a fleet of 63. Scott said, 'You sure called that shift!' Ryan was worried his rudder had sunk out of his cockpit, as it wasn't secured.

"As it cleared a bit, we could start to see the extent of the damage. Unbelievable carnage. Harry C. was silent as I spoke to him.

"Linda finally made her way back to the club with her own tale of adventure, but then she showed me the parking space where I had parked that morning. It was now occupied by a huge tree limb that would have crushed our car. We dodged another bullet. The car had some hail damage on the

hood. I grabbed my new digital camera.

"The CYC docks were covered in blown boats, an upside-down, mastless mess. Trees were down; one had all its limbs lopped off up high. The grating to the ramp near the hoist was blown off into the trees, making the float only approachable by wading from the beach. The mansions had broken windows and missing slate roof tiles. CYC lost power. For safety, CYC roped off the waterfront with yellow tape, but Linda and I wanted to help rescue Scots. I returned the camera to the car, put on water shoes, and headed around to the beach in front of CYC, ducking under a fallen tree across Corinthian Road. We waded out to the float and eventually



Corinthian Yacht Club

the visibility fuzzy, when I saw this cloud of water vapor fly up the harbor from the south – my left peripheral vision. I exclaimed 'Here it comes!' before the moored boats right below us stretched out their mooring lines as they backed down in a huge gust of wind. Then the wind backed from south to east to north to west in about 15 to 20 seconds, and the closest boats we could still see disappeared in the water vapor cloud, trying to weathervane on their moorings. We were blind to the west for a while.

"All of us in the clubhouse were trying to see our boats, peering through the water cloud. As the visibility slowly lifted, we could see the white bottoms of the closest Scots turtled at their moorings. Bow #19,

Continued On Next Page



talked a Whaler driver into taking us out with Ryan, Harry, and others. We righted Ryan's boat first, rudder still on board. Ryan bailed like mad. Then the CYC driver said he was under orders to only drop off people on the boats, not to start rescuing them. Dropping people on upside-down boats didn't make sense and I didn't want to go back ashore, so I had him drop me off on my own boat. As I bailed it out, another storm cell with heavy lightning went by just to the northwest and, with my bucket in hand, I caught a ride with a woman member I waved down in a Whaler. I explained our problem—that we needed help in the form of motorboats to assist in righting Scots. She was instrumental in getting us that help.

"We saw Woody Steiffel bailing a nearby Scot. We righted bow 39, Knot Guilty, and Linda and I bailed it out. Then we righted 2880 [no bow bag] and had to tow it while Woody and I bailed. Then we towed 845 and bailed it out.

"Scots without an inflated bow bag hold about twice the volume of water, as

they float bow down and must be towed. With a bow bag, much of the forward half is above the surface and two people with buckets can beat the ingress from the centerboard trunk to get ahead without a tow. PLEASE INSTALL A BOW BAG IN YOUR SCOT, IF YOU DON'T ALREADY HAVE ONE.

"While we were doing this, the harbor-master was pumping out a swamped motorboat. When they finished, I jumped aboard and we used their high-capacity pump to empty three swamped Scots that had been righted by others, including another 2800-series Scot with no bow bag. The pump was strong enough to beat the ingress through the top of the trunk. The suction hose was designed to filter out debris but could not reduce the water level below about 10 inches, good enough to make the boats stable for the night. They then got a radio call, and I was dropped off on the float where Harry and the gang picked me up in a Whaler and we carried Harry's twisted mast to the beach.

"Back on the float I bailed out Don

Smith's #5555 which was still up on the float, mast bent like a pretzel. The boom crutch had torqued over and cracked the afterdeck to the cockpit coaming edge. It was sunset around then. I noticed there were open holes in the float where the Opti racks had been ripped out by the storm and reminded myself to be careful of those holes as it got dark. Then I bailed out the Kampfs Brother Bill and helped Carrie Berger bail out #4181 at the float.

"Bow #34 was upside-down on a Whaler, mast gone, with its centerboard down and sheered off at the trunk next to the Strammers #5520, American Dream. They had both blown up in the air and over the float to land on docked neighboring Boston Whalers 30 feet from where they had been secured before the storm. Woody and I started working on American Dream with its centerboard stuck down into the Whaler and a big hole in the deck, cause unknown. Wires and lines trailed behind and had to be untangled. [Next day we heard that some wires, shrouds, and halyards were cut on other Scots. That

Acrylic Flying Scot Covers

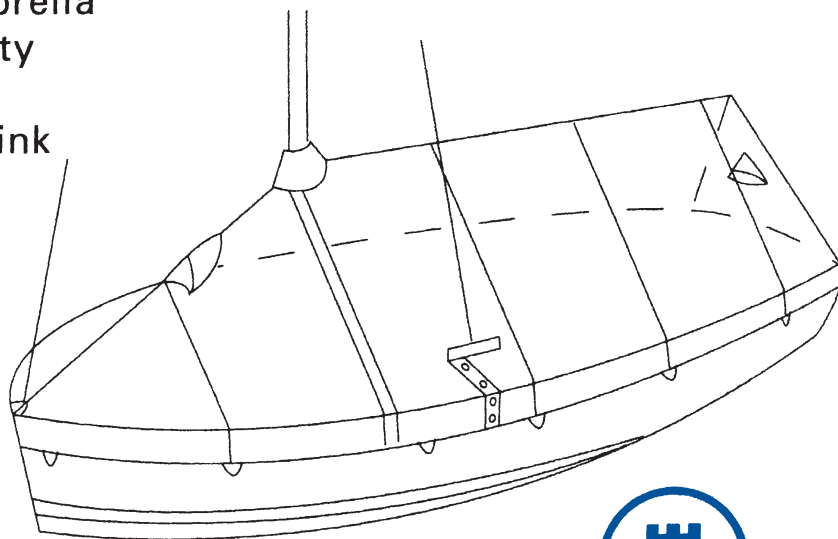
- made with 1st quality Sunbrella[®]
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

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

NEW ENGLAND DISTRICT

wasn't us; we had no cutters.] Woody finally got the centerboard up and we moved two Whalers and three deflated rubber dinghies out of the way to get American Dream back into the water.

"Then Woody stepped through a loose dock board and got shook up but was basically unhurt. It was now around 2130, and we decided it was too dark to continue. We came ashore up the beach.

"I talked my way past security to get back to the waterfront, saw Scot class execs in the dining room, found an unlocked door, and met Diane Kampf. She got Randy Williams to arrange for me to be able to take a shower. Linda and I met up and shared a boxed chicken dinner arranged by Larry Taggart and saved for us by Marcia from Cedar Point YC.

"We later went out for Chinese food with Woody and his sister Cindy and nephew Mac, the 2006 Junior NAC champion.

"What a day!"

Linda Penfield Danilek wrote:

"To help the fleet, I went out in the first launch after a microburst in Marblehead

Harbor. It was not their big launch; it was a 17-foot club Boston Whaler, small and maneuverable. I rode the launch with Harry, Ryan, and my skipper, Chris. Harry's Scot was moored close to the dock. Its rig was damaged, and it had flipped. Ryan's Scot was halfway across the harbor and turtled at its mooring. Our Scot was farther away, with only a foot of rainwater. We wanted to know if Ryan's mast was in the mud. 'Low tide is at 6:03 - now,' the launch driver said. As we got close, we saw Ryan's boat was bobbing. The mast was not stuck.

"Ryan laid across the boat bottom and tied a line around the shroud. We held his feet. Several of us pulled the line, and some of us used our feet on the hull at the rail, to tip the boat to a position with the mast laying on the water. The Whaler stayed alongside Ryan's Scot, and in went Ryan into a swamped cockpit once the Scot came upright. Ryan stayed aboard his Scot and bailed.

"Chris got into our Scot. We wanted to right others, but we were asked to get

only on our boats. Harry and I rode the launch back to the dock. At the dock, again we looked for a way out onto the water. First from the dock and then from the club porch, I asked for rides and boats to get us out for the recovery. From the club porch I saw Chris being picked up from our bailed Scot by a motorboat with a club person driving. Out there he counted 15 Scots fine on their moorings out of the 63-boat fleet.

"I went back to the dock from the club porch. My way to get onto the dock was by wading from the low-tide beach. The tread of the ramp to the dock had blown off into a tree. I waited on the dock for an opportunity to volunteer. My chance came. I heard the launch drivers and a trusted member from the club's Rhodes fleet given directions to now rescue the Scots. I asked if I could volunteer. 'Yes.' And could we pick up Chris, who had been dropped off at the other dock? 'Yes.' We could show them how to bring them up by rescuing another turtled Scot. Then they

Continued On Next Page

would flip up more boats.

“Chris laid across the boat bottom to wrap a line around the shroud. We pulled the line and pressed down on the opposite side of the hull. This Scot came up with

“I learned that boats with bow bags and inspection ports, and boats with buckets, are much easier to recover. I am now fond of my blue bucket with a handhold on the bottom and spout. This 99-cent bucket, which Chris passed me from his bailing our boat, worked great for me on the six boats I helped bail. It will remind me of my work, Harry’s leadership, and the new friends I made as we helped pull the fleet back together.

the spinnaker wrapped around the rudder. The three in the launch then went on to bring up more Scots. Chris and I stayed in the swamped Scot and bailed like a sprint. When we had the water down below the centerboard trunk, we could go at an easier pace. Along came the owners in another motorboat, and we switched out. They thanked us and smiled.

“We helped grab and pull up a mast of another Scot being righted. This is when we met Woody. I was to learn that Woody’s attitude was that work should be done. He had experience from the Katrina recovery efforts. He worked with Chris or me from then on until 9:30 p.m.

“We kept moving and recovering and being flexible. I remember pausing on raising a mast as another swamped Scot was towed by, helping pull up a mast with mud, watching water stream out of holes in a mast. I remember tying a tow line to a boat that had just been righted. That boat was fully swamped with no bow bag nor stern inspection port. Woody and Chris rode on this boat’s stern as we towed them out to the bay, then they started bailing.

“I remember sitting with Chris on the stern deck and preparing to be towed in another swamped boat; watching the local motorboat driver approach the harbormaster involved in a fishing boat pump-out, hearing him say he would help pump a Scot in a few minutes; seeing Chris hold the pump hose in the righted Scot and the water gushing out; offering a throwable cushion to the harbormaster to mark a mast nearly submerged; seeing three in a Whaler go by claiming that they had picked up so much really great stuff; leaving Chris with the harbormaster; being dropped off at an Ensign with Woody to bail; bucketing fast full buckets of clean, cold salt water; whistling to a lone motorboat driver to pick us up; hearing of his concern for a keelboat he was checking that was full of water; being asked to help him; helping bucket

the water out, then clearing the cockpit self-bailers with a pole; watching the water suck down fast like a bath draining; being driven back to the dock, although we wanted to get back with the motorboat owner

and companion with whom Woody had been previously working; and hearing our driver say to a high school friend in a paid towboat to do something.

“I remember at the dock seeing a Scot owner in his swamped boat with five instructors not sure how to bail a swamped Scot; showing them by bailing like a sprint with the owner and Woody; switching off with an instructor after several minutes; watching a team of three instructors then fast-bail the Scot tied up next to the one we started; moving a mast out of the water, helping tie it up to the Scot and waving down a motorboat to get it out to a mooring; and getting a club-Whaler ride with the instructors back to the dock.

“Chris got off the harbormaster’s boat onto the other dock that I had just left. I remember climbing up the ramp now with the tread back from the tree; ducking under something on the hoist; and going down to the beach by passing a tree being sawed and piled up. The tide had come up and dark was descending; I could no longer wade out to the dock, it was too far and deep now.

“I remember standing there at the beach with Carrie, Larry, and Melanie. I called across to Chris as he and Woody on the dock worked to re-float a boat that had landed upright on top of a Whaler. It was cold and dark. I was wet from the chest down. I went to the club parking lot, and I warmed up at the exhaust to the air conditioner, using my bucket as a scoop for warm air.

“I learned that boats with bow bags and inspection ports, and boats with buckets, are much easier to recover. I am now fond of my blue bucket with a handhold on the bottom and spout. This 99-cent bucket, which Chris passed me from his bailing our boat, worked great for me on the six boats I helped bail. It will remind me of my work, Harry’s leadership, and the new friends I made as we helped pull the fleet

back together.

“At 9:30 we left the club for the night. We had been helped by others to get the job started, and we had shown others how to work in righting and emptying Scots. I counted four boats that I helped right, and six that I helped bail out for the sailors.

“These are things that can happen, and things for a club to think about when hosting a regatta.”

Cindy Cady wrote:

“The Flying Scot North Americans this year was something we will never forget. Marblehead was such a beautiful place to hold the series, and the cramped quarters in getting the boats in and out, from the high school to the tennis court parking lot, backing up down the street, and down the ramp, made it even more memorable. There were so many happy, smiling faces helping to keep the assembly line moving. It was exciting for Mac, my 13-year-old, and for me, because it was Mac’s first attempt at the Junior North Americans and my boss had loaned us his beautiful, new, turquoise boat. (He’d never seen it!) Mac winning the Juniors is, of course, something we’ll treasure forever, but the memories that stand out are of the helpful, smiling faces, the storm, the devastation of most of the fleet, and the rescue efforts that followed.

“While sailing in from the third qualifier race, I remember the storm looming overhead that looked like it could bear down upon us at any time. I did NOT want that cold rain on me! We began to paddle. It became a race. We somehow ended up with two paddles on our boat, so we were fast! As we were paddling into the harbor, I remembered reading the weather report in the morning that this storm could have significant hail. We really didn’t want to get hit with cold rain and hail. Just as we tied to our mooring, we began to feel cold raindrops. We got a tender quickly and were able to get to the dock and into the safety of the yacht club pretty quickly.

“The sailors began to gather in the beautiful, large dining room that overlooked the harbor, and we were watching as it grew darker and windier outside. I remember being about two feet from one of the large windows and watching the wind build. There were a few comments about the wind, and a few expressions of ‘Oh, my God,’ and I just stared out the window and became speechless. I watched as boats were thrown through the air, turned upside-

down, blown into piles, masts and booms breaking in half and being twisted around other boats; things seemed to be flying everywhere. I couldn't believe my eyes. I was drawn closer and closer to the window so I could see better, but then I felt someone grab me from behind and pull me away from the window because it was visibly bowing in and out because the wind was so strong. It happened so quickly. When it was over and we could all see the extent of the damage, all of us were amazed. It seems that someone counted that only 15 of the 64 Flying Scots there for the Championship remained upright and intact.

"There was an incredible outpouring of volunteers to help salvage what was left of the fleet. There were people swimming in that cold water, going from boat to boat, righting the turtled boats, flipping over the capsized ones, searching for masts, booms, and sails. The good seemed to come out in everyone. We were very lucky, and the boat my boss had never laid eyes on remained upright and unscathed. Well, his masthead fly ended up with a small bend in it.

"One thing that really tugged at my heartstrings was about an hour after the storm hit, seeing that sweet Jimmy Carpenter, standing outside the yacht club, looking around at all of the damage with tears in his eyes."

Randy Williams, FS 3662, regatta chair, wrote:

"The 2006 Flying Scot North American Championships were held starting on Sunday, July 9. As we now know, a microburst storm hit our mooring and dockage area late Tuesday afternoon, forcing the cancellation of the final three days of the 2006 NACs. Very fortunately, no one suffered even the slightest injury, due in large part to Ken Adam, our principal race officer, and his very diligent race committee, which assured our full fleet's return to the relative safety of shore 20 minutes before the storm intensified.

"There were 64 boats from sixteen states-Texas, Louisiana, Alabama, Florida, North Carolina, Maryland, Pennsylvania, Ohio, Michigan, Wisconsin, Illinois, Virginia, New York, New Jersey, Connecticut, and, of course, Massachusetts.

"Many thanks go to the Corinthian Yacht Club and Dennis Esposito for coordinating the rescue efforts, as well as to Bill Conly, Timmy Dittrich, Martin Ray, Dave Titus, Robert Hastings, Jr., Kathy Gambale, Jack Carney, and their numerous committees

and volunteers, as well as to John Dieselman, our chief judge, and his judges. Marblehead High School made their cafeteria available for registration, and Eastern Yacht Club graciously provided their hoist and launching ramp for our takeouts on Wednesday.

"Flying Scot sailors working with the Marblehead harbormaster on Tuesday evening to salvage our boats included, but were not limited to, Linda and Chris Danilek, Ryan Malmgren, Harry Carpenter, Woody Steiffel, and Carrie Berger. On Wednesday, all FS sailors joined in the assistance program, with Mike Frigard, Chuck Nicolosi, Hank Sykes, and Dave Jacobsen based at the EYC for the takeouts, and Skip Montello and Gary and Ryan Werden continuing to right capsized boats.

"My thoughts....When I was told it was hailing, I went out to see it. I was very excited, since I had never seen hail. My excitement quickly turned to terror when I was outside and was getting blown away. I grabbed onto someone, and, in an instant, someone grabbed my arm and pushed me through the dining room door to safety. In hindsight, I realized if the wind was picking up Flying Scots weighing 900 pounds and tossing them like matchsticks, it surely could pick me up (at 95 pounds)."

"The Junior NACs were completed on Sunday, with Mac and Cindy Cady of Houston, Texas, prevailing over a five-boat fleet. Based on the three qualification races completed on Monday and Tuesday, standings were compiled for 'Fleet A,' 'Fleet B,' and 'Seniors.' The winners of these three awards were, respectively, Harry and James Carpenter of Oakland, Maryland; Greg and Diane Kampf of Linwood, Massachusetts; and David and Mary Jane Mahan of Stevens City, Virginia.

"We would also like to thank all of our generous sponsors and many volunteers. The local yacht clubs and fleets of the New England District providing volunteers were instrumental. Thanks to Massapoag Yacht Club, Sandy Bay Yacht Club, Quannapowitt Yacht Club, Brewster Park Yacht Club, Duxbury Yacht Club, Cohasset Yacht Club, Stone Horse Yacht Club, and Southern Massachusetts Sailing Association.

"Also, thanks to our brochure sponsors, Flying Scot Incorporated, the Flying Scot Sailing Association, the Corinthian Yacht Club, FS Fleet 162 Barnegat Bay, Gus Sails, Constitution Advertising, Lynn Marine Supply, Maddie's Sail Loft, Massapoag Yacht Club, Mount Gay Rum, North Sails, Schooner Fame, Sticky Rice Thai Restaurant, Susanne K. Williams Design,

The Landing Restaurant, The First National Bank of Ipswich, Tuscanino B & B, US SAILING, and West Marine."

Bill Ross wrote:

"Having won the US SAILING St. Petersburg YC Trophy at Lake Norman, I had in mind that, if the rest of the week went as well as the racing for the Qualifiers, then the FSSA might wish to nominate Corinthian YC for the trophy. I can be very critical of race management, and, up to the time we abandoned the Championship, race management had been superb. The PRO, Ken Adams, worked with the National Championship Committee tirelessly, making sure that our regatta went to our liking on the race course. Opening the skippers' meeting to questions was a complete surprise to us, since early on we reluc-

tantly agreed to a "no questions" meeting. We agreed to this because they only insisted on going ahead with this one objection; they gave in to us on all other issues. In the end they allowed questions as well. This club was going all out to accommodate our desires. It is unfortunate that we were not able to complete this event, as it truly would have been a top-level Championship worthy of the award."

Kay Summerfield wrote:

"My thoughts....When I was told it was hailing, I went out to see it. I was very excited, since I had never seen hail. My excitement quickly turned to terror when I was outside and was getting blown away. I grabbed onto someone, and, in an instant, someone grabbed my arm and pushed me through the dining room door to safety. In hindsight, I realized if the wind was picking up Flying Scots weighing 900 pounds and tossing them like matchsticks, it surely could pick me up (at 95 pounds). I was upset that during all of this my husband, Ed, was at the college and I was at the yacht club. He couldn't get to me and I couldn't get to him, since electrical lines were down and all the surrounding roads were closed.

"I commend Corinthian Yacht Club for the quick decisions they made in keeping us all safe. I thank God for watching over all of us." ▲

2006 New England District Regatta

by Charles Winans, FS 4686

The 2006 New England District Regatta was hosted by Fleet 57 at the Stone Horse Yacht Club in Harwichport, Massachusetts, on Saturday, August 5. Nine visiting boats joined eleven entries from the home fleet for five races on a beautiful Cape Cod day with shifty north winds. During the first four races there were moderate winds (by Cape Cod standards), but, finally, at the start of the fifth race, the wind piped up to 15+ knots.

The visitors took the first four finish places, with top honors going to Chris and Linda Danilek from Ontario, Canada (as well as Greenwich, Connecticut). Chris and Linda were among the many entries in the July NAC at Marblehead who were not given the chance to show off their skills, due to the microburst tornado-strength winds (95 mph) that devastated so many of the 60+ Scots moored at the Corinthian YC. The District race format allowed one throw-out of the five races, which in their case was a second, leaving them with two firsts and two seconds.

Following close behind, by one point, was Roger Sharp from Massapoag Yacht Club, with Stacy Rieu crewing, with two firsts, a second, and a third. David Ryan and crew Sam Koval, also from Massapoag, finished third, followed in fourth place by Tom Phipps of Duxbury. The home fleet finally broke into the top five when Jeff Morgan took a fifth place. Jeff was followed by Tom Leach, who happens to be the Harwich harbormaster and who has traded in his J-24 to join the local Flying Scot fleet. For anyone interested, Tom has created an outstanding Web site for Harwich harbormaster at <http://www.town.harwich.ma.us/harbor>, with tons of information as well as an up-to-date (every 15 minutes) weather station with wind speed and direction.

Prior to the skippers' meeting there was a brief district meeting, at which time Diane Kampf from Massapoag's Fleet 76 was elected district governor. Diane replaces Randy Williams, who had stayed on an extra year to coordinate the New



England fleets in pulling together the 2006 NACs, which were cancelled after the first two days of racing. At the Flying Scot annual meeting at Marblehead, Fleet 76 was awarded "Fleet of the Year," thanks in good part to the efforts of Diane and her husband/fleet captain, Greg, along with Jim Cavanagh, whose efforts really helped build up the fleet. The Kampfs were awarded a husband/wife prize for making the effort to come to this event, despite the

terrible trashing to their own boat at Marblehead. They participated in a somewhat tired, borrowed boat and were great sports. Diane had also done a great job in coordinating the ordering of many replacement parts (including at least seven masts), which were delivered to Massapoag and then distributed from there. Two of the masts were delivered from Massapoag to Harwichport by Roger Sharp on the morning of the event to Peter McAvoy and Randy

Williams, who were able to use the masts two hours later.

The racing went without a hitch, and everyone was in shortly after 4 p.m. Following a short break to put boats away, everyone moved to a private home next door to SHYC overlooking Nantucket Sound to enjoy beer and refreshments. Many thanks to Ned Steiger and the many people who volunteered and worked very hard to make this a great regatta. ▲

Race Results

Sail #	Name	1	2	3	4	5	Total
5626	Chris Danilek	1	(2)	2	2	1	6
4373	Roger Sharp	2	1	(3)	1	3	7
4895	David Ryan	(7)	5	1	3	4	13
4499	Tom Phipps	5	6	5	(7)	2	18
4767	Jeff Morgan	9	3	4	4	(10)	20
3326	Tom Leach	4	8	(14)	5	5	22
4181	Peter McAvoy	6	(12)	7	6	8	27
3291	John Selldorff	3	11	6	9	(21)	29
4625	Holly Fabyan	8	4	8	12	(13)	32
4948	Peter Mitchell	12	(14)	9	8	7	36
5550	Kirk Leslie	(16)	9	10	11	9	39
954	Rick Kimball	10	18	(19)	15	6	49
4686	Charles Winans	14	7	(18)	18	11	50
5263	Tripp Barrow	(19)	10	13	14	17	54
3844	Jack McCowan	13	(20)	12	17	12	54
5157	Greg Kampf	15	15	(16)	10	15	55
802	Peter Haley	11	17	15	13	(19)	56
3662	Randy Williams	(17)	16	11	16	16	59
3890	Ned Steiger	(20)	13	17	19	14	63
12	John Hikok	18	19	(20)	20	18	75

New England's Fleet 76 Sails Saratoga

by Diane Kampf, FS 5157, N.E. District Governor

Each year, the Massapoag Yacht Club's Fleet 76 from Sharon, Massachusetts, sends 8 to 12 boats to Saratoga Lake Sailing Club in Saratoga, New York, to sail in the Fleet 161 Invitational. This year was no exception. New York Lakes District Governor Ann Seidman and her husband, Peter, host a relaxing and enjoyable event, and they have been doing this in August every year for 20 years. This year's regatta was held August 11th to 13th, starting with the usual Friday night welcome party, then racing on Saturday and Sunday, with a yummy dinner on Saturday.

This year at Saratoga's 20th Annual Flying Scot Invitational, several of Fleet 76's younger sailors took home trophies sailing with their skippers. It was great to see so many families and younger people sailing in this regatta. Peter and Ann Seidman put on the usual wonderful event, while celebrating their wedding anniversary party with all of us!

Along with three district governors racing at the regatta--from New England, Greater New York, and New York Lakes--there were nine boats from Massapoag's Fleet 76 and two other boats with Massapoag members crewing.

- Ryan Werden, son of Fleet 76's Gary Werden, crewed for the Championship Division 1st-place skipper, Chris Danilek
- Brian McNeff crewed for his father, Jay McNeff, and they came in 5th in the Championship Division
- Sam Koval crewed for Jim Cavanagh, and they came in 6th in the Championship Division
- Brandon Dickerman crewed for Gary Werden, and they came in 12th in the Championship Division
- Stacey Rieu and her sister Heather crewed for their father, Ralph Rieu, and they came in 2nd in the Challenger Division
- Zachary Rubinstein crewed for his

Winners of the regatta, Chris Danilek and Ryan Werden, along with Ann and Peter Seidman, hosts.



father, Randy Rubinstein, and they came in 4th in the Challenger Division

- Emma Davidson crewed for her father, Harvey Davidson, and they came in 13th in the Challenger Division.

Along with the younger sailors, there were also three couples and another boat from Fleet 76:

- Ed and Marne Wojtaszek sailed in the Championship Division
- Greg and Diane Kampf sailed in the Challenger Division in a borrowed boat (still waiting for ours to be fixed from the NAC)
- Rick and Niki Tattersfield sailed in the Challenger Division
- Dave Rousseau and Blake Suddath sailed in the Challenger Division.

The race committee had its hands full with the light winds on Saturday morning, which caused a postponement to late morning, and then had to fight with the ever-shifting winds later in the day. The first race started with an upwind leg that suddenly became a downwind leg just before the start. It was interesting seeing the boats flying spinnakers on the first

“upwind” leg. The wind was better for subsequent races, and we were able to get three races in for the Championship Division and two races for the Challenger Division. We then came in for a great dinner barbecued on site by a local caterer.

Sunday began with a beautiful, sunny morning, but unfortunately there was not much wind. We waited for some time hoping for it to pick up as it had the day before, but it was not to be. Although we were not able to get on the water Sunday, the regatta was a great time for all of us. We caught up with people we had not seen since the NAC, and we reminisced about the times we had shared there. And as we packed up the boats and left Saratoga, we were already thinking about the next time. We hoped to see many of these people at the Massapoag Yacht Club 57th Annual Regatta on September 9th and 10th. We can always count on several boats from Saratoga to travel to our regatta.

Thanks again to Peter and Ann Seidman for a wonderful weekend. We suggest that anyone who has the opportunity should try this regatta. You will find that it is definitely worth the trip!▲



Massapoag Yacht Club 57th Annual Regatta

by Diane Kampf, FS 5157

Massapoag Yacht Club hosted its 57th Annual Regatta on September 9 – 10th at Sharon, MA. My crew and I welcomed 53 boats spread out between 4 fleets, 23 Flying Scots in the A and B fleets, 5 Day Sailors, 12 Lasers and 13 Sunfish – the largest regatta ever hosted by the Club. We could not have asked for a nicer weekend with all different kinds of winds and lots of sun, lots of great friends, great food and great times.

Friday was sunny with the temperature in the 70's and we had people working all day to prepare for the weekend. With help from Harvey Davidson, Jim and Nora Cavanagh, Dave Rousseau, Greg Kampf, Ron and Barbara Alman, Rick & Nicky Tattersfield, Dan Abram and others, we had the Club looking ship-shape and ready for company.

Friday evening's welcome party, hosted by Margy Davidson, was a great time, with hamburgers and hot dogs and lots of other dishes cooked and prepared by MYC members. It was great for everyone who came

to help prepare for the regatta, launch boats, register or just to socialize with the other members and our guests. And there were the t-shirts, designed by none other than our Commodore Dan Abrams' wife Carol, and provided by MYC member Kimberly Locke's company, Constitution Advertising. They sold like hotcakes along with the embroidered sweatshirts, polo shirts and hats - the place was like Filene's basement during the annual wedding gown sales. Rachel and Emily Locke and Jackie McNeff did a great job of marketing and selling the goods, as Jay McNeff kept track of all the people registering and turning over their money to him. A few of us camped overnight at the Club in our campers, and several out of town guests bunked with other MYC members, and a few at local hotels.

We had Indian summer, with temperatures in the 80's on Saturday with sometimes light but mostly moderate south winds, 6-12 knots. The race committee was able to hold 4 races, with different

courses for different classes going on at the same time, challenging the race committee to keep score with 5 classes sailing with multiple starts, multiple courses and multiple finish lines. With 4 starts for the 5 classes, there were Windward-leeward, Olympic and modified Gold Cup courses, and we were able to make use of most of the lake, despite the low water level in the lake that sometimes occurs at this time of year. We even made the 11:00 news on Channel 7 in Boston, as the lead-in to the weather report, stating that "sailors on Lake Massapoag in Sharon enjoy a wonderful summer day sailing on the lake". It was a lot better than the last time we made the news, with boats turned over and damaged by micro-bursts and torrential rains!

Breakfast and lunch each day, organized by Nora Cavanagh and Jan Rubinstein with help from Kim Locke and Cindy Gilman, was better than ever, with a bigger array of choices than ever before, keeping the hungry sailors and workers energized for the long days. Saturday's cocktail hour, host-

ed by Nan Funsch and her crew was a big hit, with a huge array of dishes prepared by MYC members and plenty of libations provided by Leila McNeff and Dana Bottorff. As we finished up the cocktail party, we put all the skippers, race committee, helpers and dinner guests' names into bucket and we held a raffle with some fun gifts – carry bags, some set of sailing gloves, a few life jackets, and a set of VHS radios. We also had a few sponges that I threw around to see who was paying attention – so a few people can now clean their boats!

We followed the cocktail party with a reminder of how lucky we all were to be here, with a moment of silence for the 3,000+ people who lost their lives just 5 years ago in the 9/11 tragedy. On a happier note, we celebrated the 81st birthday for my mother, Kay Wilson, which led us right into the lobster, chicken and ribs dinner. This was a wonderful feast, organized by Nora Cavanagh, provided by Roche brothers, with waitstaff from Creative Catering serving it up. After everyone was too full to move, we followed that with an ice cream sundae bar, organized by Jan Rubinstein with some yummy ice cream from Crescent Ridge Dairy. It must have felt like winter to Steve and Cecile Arnold, who not only picked up the ice cream, but about 40 bags of ice over the weekend!

This great day on was followed by

autumn on Sunday in the 60's and 70's with some petty nice North winds, 12-18 knots, with a few hefty gusts seemingly lifting boats out of the water downwind. We agreed to hold 2 races, Windward-lee-wards and Olympics, allowing 1 throw-out, and we really had quite an array of winds out there. Boats were trading places all day, and the people first off the starting line were not necessarily leading at the end of the races. There were a few people who went swimming, but all were able to right their boats and keep going, and no one needed to be rescued. It was just a wonderful day on the water – just doesn't get any better than this! *Continued On Next Page*



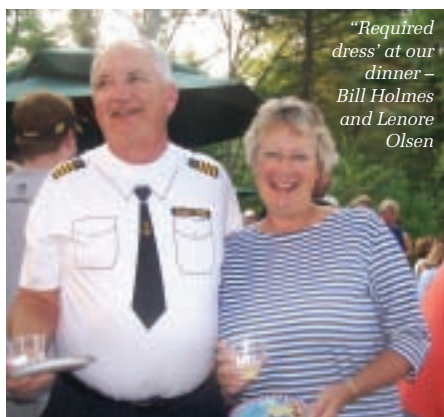
*Above:
Kay Wilson,
the Red Sox fan
making nice with
John Cooke,
Yankees fan –
we are all good
sports at our club!*



*Left:
Some of our
younger sailors –
Codi McNeff, and
Emily and Rachel Locke*

*Below:
Flying Scots race
neck in neck.*





"Required dress' at our dinner – Bill Holmes and Lenore Olsen



Winner Jim Cavanagh (crew John Housle is missing) along with Diane Kampf, chairperson, and Rick Tattersfield, Vice Commodore.



Race committee chairperson, Steve Likos putting away the small Whaler after the regatta.

I want to thank my Race Committee, with PRO Steve Likos, assisted by Karen Rafferty and Bill Holmes on board the Race Committee boat. They were supported by Don Brichta, Ed Isgur, Bob Gagnon, Alan Dimson-Doyle, Charlie Cullinan, Greg Aimkan, John Day, Rob Mouradian, and Steve Arnold on rescue and finish line support, as well as ferrying people to and from moorings and setting race marks. This is never an easy job, and this committee never gives itself enough credit for keeping it interesting, mixing it up out there on the water.

Thanks also to the many boats that traveled from out of town, with 4 Flying Scots from Saratoga, 3 from Connecticut, and Day Sailers, Lasers and Sunfish from all over

New England, who can now brag that they have been "Massapoaged". It was also wonderful to see so many families sailing together as well as younger skippers on the single-handed boats. We had 6 husband-wife crews, 1 brother team, 3 father-son crews, 2 father-daughter crews, 2 father-son combinations who each skippered their own boats, and about 10 kids from the Sharon Sailing team. Many of our guests were first time participants at MYC, and we are hoping they all come back next year.

Congratulations to all the winners, with 7 trophies awarded in the Flying Scot A fleet, 3 in the Flying Scot B fleet, 5 in the Day Sailer fleet, 7 in the Laser fleet and 7 in the Sunfish fleets. Jay McNeff tallied all the scores and results were provided to the

sailors after the races. First place in each division were:

- Flying Scot A - Jim Cavanagh and John Housle, also winners of the FS perpetual award
- Flying Scot B – Rob Tikoft and his wife and daughter Bevillee and Mackinlay
- Day Sailer – Steve Breton and Suzanne Boohar, also winner of the DS perpetual award
- Laser – Gary Werden
- Sunfish – Bill Braniforte

Just one more thing to say - Y'all come back now, ya hear – for our MYC 58th Annual Regatta next year. We have already begun the planning! 🚤

Boat Name	Skipper	Crew 1	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
	Jim Cavanagh	John Housle	2	2	3T	3	1	1	9
Brass Monkey	John Cooke	Robyn Hoffman	3	1	5	2	7T	4	15
Bad To The Bone	Jay McNeff	Leila McNeff	13T	8	4	1	2	5	20
Contraption	Dave Ryan	Bob Doar	4	6	8	5	13R	3	26
	Randy Rubinstein	Scott Rubinstein	12T	3	2	9	11	2	27
Brother Bill	Greg Kampf	Diane Kampf	5	5	9	10T	4	9	32
Shamrock	John Gallagher	Colin Gallagher	9	4	6	12	3	13T	34
O	Dave Jacobsen	Warren Schutt	14T	11	1	4	12	7	35
TBD	Dave Rousseau	Hein Smit Sibinga	7	12T	10	7	8	10	42
	Paul Waterfield	Allan Miller	6	10	11	8	9	12T	44
Expresso	Peter Seidman	Ann K. Seidman	11	7	20T	6	14	14	52
Grey Hare	Mark Riefenhauser	Adam Riefenhauser	1	9	14	15	21T	21	60
New Sensation	Ed Wojtaszek	Marne Wojtaszek	8	18T	13	16	17	6	60
Mist	Dennis Dubuc	Craig Dubuc	10	14	19T	18	10	8	60
Crazy Horse	Doug Funsch	Kristin Funsch	17	20T	7	20	6	15	65
Evie	Tim Hill	Evan Locke	15	16	16	17	5	18T	69
Coping Skills	Eric Wojtaszek	Brian Campinel	16	15	18T	13	18	11	73
Sea Scot	Rick Tattersfield	Jay Quinn	18T	13	15	14	15	16	73
No Name	Bob Flynn	Colm Armstrong	20	19	12	11	16	21T	78
Team Hirsch	Rich Hirsch	Dave Levy	19T	17	17	19	19	17	89
B Fleet									
Jury Rigged	Rob Tikoft	Bevillee & Mackinlay Tikoft	2T	2	1	1	1	1	6
Windcatcher	Harvey Davidson	Noah Siegel	1	1	2T	2	2	2	8
Wind Chime	Harold Levin	Myrna Levin	3	3	3	4T	4	4	17

NACs in Marblehead

by Randy Williams, FS 5710

I've been asked frequently how the 2006 NACs happened to be held in Marblehead, since there is no local Flying Scot fleet there, so here is the story. Those planning large regattas in new locations may possibly glean some useful information--in particular, the need to start early.

Successful NACs were held in 2003 at Lake Norman and in 2004 at Lake Carlyle. By late 2004, the 2005 NACs were scheduled for the Houston Yacht Club, but there were no specific prospective 2006 locations.

While attending the 2005 Midwinters as crew for Mark Riefenhauser, I had an idea. Although I had neither attended an NAC nor ever served as a regatta chair, I told Bill Ross, then president of FSSA, that I had a contact at the Corinthian Yacht Club in Marblehead, and I asked him whether I should approach them as a possible venue for the 2006 NACs. He said, "Go for it." As soon as I got home from the 2005 Midwinters, I called Dr. John P. Fisher, who is not only my dentist but also my wife's employer for 28 years. He was the commodore of the Corinthian Yacht Club about five years ago, and he felt the club would be very interested. My initial contact should be Timmy Dittrich, the incoming club vice commodore.

Emails started going back and forth, and soon a May 2005 meeting had been lined up at the Corinthian. [Each of the three nearest Flying Scot fleets is over one hour's driving time from Marblehead, and I'm the only member of one of those fleets who actually lives in Marblehead.] Glenn Shaffer, then FSSA first vice-president, flew up from New Jersey and stayed at our house. This was an exploratory meeting, as FSSA had not yet approved the location and the Corinthian had not yet agreed to host the event. The meeting was chaired by Dennis Esposito, the CYC director of waterfront activities. A few hurdles to overcome: first, the CYC had only one time slot available in 2006, and that would only be if they moved a

Rhodes 19 regatta from July to June. Second, it would be required that VHF radios be carried on all participant boats. Third, the "local fleets" would need to coordinate everything except the race committee and the waterfront management. This would include--but not be limited to--meals, registration and boat inspection, permanent and perpetual trophies, scoring, sponsors, and shirts. We started with a small nucleus of committee members: Diane and Greg Kampf, Randy Rubinstein, Martha Coles, and me. The tasks seemed monumental, but we had more than a year to get it done. We knew we needed good organization and more people to help.

The first step was for Corinthian to submit a proposal to FSSA, which I would hand-deliver to the annual FSSA meeting at Houston at the July 2005 NACs. CYC wanted to know if anyone else was in the running for the event, and I told them "no one else." I flew to Houston, and our board of governors approved the proposal. The question came up as to who would be the regatta chair. Also, is there any affordable housing in the area? Tom Lawton said, "Well, I guess you're the regatta chair." Charles Buffington said, "See if there are any colleges nearby for housing." Upon returning home, I discovered that Salem State College would be able to rent suites at a reasonable price. The FS sailors and their families ultimately utilized 85 of these suites. I also met Leigh Ann Hawboldt, the regatta chair for the 2005 NAC event in Houston; she said we could contact her for the forms they had recently redesigned.

Dennis Esposito and I became close contacts. He's a busy partner in a law firm, but an email from me would warrant a response from Dennis in just a few minutes. Dennis agreed that the VHF's could be voluntary but recommended. He knew this was a hotly contested issue in our class. This was the first of several concessions the CYC would make in order to better accommodate our national event.

Meanwhile, all other boats racing in the many other fleets in Marblehead waters must carry a VHF. He also recommended that we line up our judges ASAP, even though it was nearly a year in advance.

We had another meeting at the CYC in November. I thought I had a few other attendees lined up for that meeting, but, at the last minute, they couldn't come to the meeting. At the November meeting Diane Kampf volunteered to coordinate registration and the keeper trophies, and Randy Rubinstein and Greg Kampf would coordinate the boat and sail measuring. Martha Coles would arrange for meals, sponsors, and entertainment, and Betty Lynch would coordinate with Leigh Ann Hawboldt and Courtney Waldrup regarding the perpetual trophies. Martha designed our handsome brochure and made numerous calls to line up sponsors. She also coordinated with Dave Titus, the CYC club manager, to arrange meals and social events. It was also suggested by CYC that we rent Marblehead High School for our launching day, so that we would have plenty of room for registration and measuring. This had to be approved by the Marblehead School Committee, and the custodian fee of \$360.00 had to be paid in December or we could risk losing the use of the space.

The next day, I received an email from Ned Jeffries offering to line up the judges. Even with the relatively early start, this developed into a major commitment on his part, due to the judges' very active schedules. Out-of-town judges were offered a place to stay at my house. Meanwhile, Diane designed an extensive spreadsheet to hold all of our information, and Randy Rubinstein made arrangements to get the sail templates and determined how to organize the high school space. We wisely decided not to weigh boats, after consulting with Bob Neff.

Dennis recommended Ken Adam as our PRO, and our NCC approved him. By the end of March, Dennis had lined up the

Continued On Page 31

The Joys of Sailing

by Bob Summerfeldt, FS 5656

It has now happened so many times that I am finally a believer. Frank Bethwaite, who is very knowledgeable in both meteorology and high-level sailing, pointed out these facts in his book *High Performance Sailing*. The scenario goes something like this:

- It is (pick one) September/October/November at an inland lake in the eastern US on the occasion of the Grand End-of-Season Whatever Regatta.
- A large polar air mass has invaded the area a day or so earlier, bringing beautiful, clear, blue skies with frosty morning temperatures, intense sunshine, and the end of the visual orgasm of fall colors in the trees.
- This large, high-pressure system is set up somewhat to the north of you, meaning that its clockwise circulation is opposing the regular westerly breezes at your location, leading the TV weatherperson to say the magic words “light and variable” for the surface winds. More-technical weather Web sites may say “easterly 3-5,” or words to that effect.
- You arrive at the lake 0830 and plunge into rigging the boat with fingers numbed by a decent but very chilly easterly at 5-8, and you are encouraged to think this may be an extraordinarily good sailing day, in spite of the temperature.
- The skippers’ meeting ensues and the committee motors out, optimistically setting a course well away from shores to avoid any unfair shoreline wind interference or bias toward “local knowledge.”
- The fleet sails out in a somewhat puffy 3-5 and settles in for a day of tactical racing.
- Fast-forward to 1430 hrs: The fleet is all but totally becalmed, struggling to reach/round the (pick one) wind-

ward/offset/jibe mark and/or the finish.

- Fast-forward again to 1800 hrs: The morning breeze at 3-5-8 has returned, beautifully steady and perfectly illuminated by the rising full moon.

OK, what in the world is going on?!!!!!! Where does the sailing breeze disappear to?? The answer is pure and simple physics.

- Air is very low in mass and very easily influenced by minor differences in pressure and/or temperature, so just a small temperature differential between the land and the air and/or the water and the air will have a tremendous effect.
- The land and the air above it are much more easily heated (by the sun) than the water in the lake.
- In the morning, the water in the lake is VERY MUCH WARMER than the frosty air. This induces a strong updraft off the water, which tends to boost any weather-system-induced breeze, so the 3-5 “light and variable” becomes the A.M. significant breeze.
- At some point in time, the rapidly warming air achieves a temperature about equal to that of the lake water, and you get to sail out to the course in what is probably the same wind as the surrounding countryside is experiencing.
- As the day wears on, the sun (which is closer to the earth in the winter and is therefore a more efficient heater) works on the area around the lake, raising the air temperature considerably.
- By this time, the lake water is CONSIDERABLY COLDER than the air, causing a massive downdraft over the lake, boosting the natural subsidence of the cold air in the big high-pressure system. This is powerful enough to locally completely snuff out whatever weather-system-induced “light and variable” breeze there may have been,

What is a person to do??? There is obviously little defense against this; these are very big forces

at work. Consider the immense quantity of air in motion required to move one Flying Scot at any decent pace!

Sometimes it might pay off to be nearer to a shore than your

competitor is, since the updrafts/downdrafts will resolve into offshore/onshore breezes (probably not much help for windward/leeward courses).



leaving you to drift around the weather mark, maybe on opposite tacks with the guy next to you.

- At the end of the day (long after you are back on the trailer), the air temperature drops back below the water temperature, allowing the morning breeze-boost situation to return.

What is a person to do??? There is obviously little defense against this; these are very big forces at work. Consider the immense quantity of air in motion required to move one Flying Scot at any decent pace! Sometimes it might pay off to be nearer to a shore than your competitor is, since the updrafts/downdrafts will resolve into offshore/onshore breezes (probably not much help for windward/leeward courses). But if you consider the irregular shape of most inland lakes, and the fact that shallow water near the shore may be a different temperature from the deep water in the middle, the possibilities for endless variations are, indeed, endless. So, I doubt this will help you to go faster or improve your results, but at least you may understand what is happening to you. ▲

9th Annual Fall 48

by Larry Vitez, FS 5085

The 9th Annual Fall 48, held at Lake Norman Yacht Club on November 4th and 5th, was threatened by cold weather and light winds, but 42 competitors registered and made for a great event. Sailors came from ten states, including Vermont, New Jersey, Maryland, Virginia, West Virginia, Georgia, Pennsylvania, North Carolina, South Carolina, and Tennessee. The event was free to first-timers and sailors from NJ.

Temperatures in the morning dropped to near freezing and warmed to comfortable mid-50s by mid-race, but by then winds dropped to near zero. Spirits were high and competitors tested their light-air skills. Lake Norman is particularly nice at this time of year, because there is almost no powerboat traffic and the competitors had the lake to themselves. A dinner to die for was catered by Rochelle Lane and Nancy DeLux and was enjoyed by all in the clubhouse by the roasting fire.



Championship fleet (30 entries)

1. David Neff/Jason Hair, Selby Bay, Maryland
2. Chris Danilek/Linda Danilek and sons, Norwich, Vermont
3. Hans Noordanus/Jerry Latell, Lake of the Woods, Virginia

4. Bane Shaw/Ann Shaw, LNYC
5. Larry Vitez/Ralph Mello, LNYC

Challenger Fleet (12 entries)

1. Ted Kaperonis/Debbie Harkins, LNYC
2. Stewart Cofield,/Tom Clark, Privateer Yacht Club, Chattanooga, Tennessee
3. Tim Kendall/Shannon Kendall, LNYC

Participant Name	Boat Number	Race 1	Race 2	Race 3	Race 4	Race 5	TOTAL POINTS
Neff, Dave	5609	2	8				10
Danilek, Chris	5626	10	3				13
Carpenter, Harry	5419	8	5				13
Noordanus, Hans	442	7	7				14
Shaw, Bane	5214	4	11				15
Vitez, Larry	5085	5	10				15
Miller, Mike	2680	1	17				18
Griffin, Don	2259	16	2				18
Ewing, Bill	5246	6	14				20
Ross, Bill	5210	12	9				21
Smith, Kris	4901	15	6				21
Price, Joe	5092	3	22				25
Hubbard, John	3339	14	12				26
Weaver, Tommy	5546	25	1				26
Lewis, Larry	3933	23	4				27
Strader, Pat	4709	11	18				29
Summerfeldt, Bob	5656	17	13				30
Backus, Alan	4105	18	15				33
Eudy, Mike	3845	19	16				35
Gowans, Allan	5642	20	19				39
Smith, Don	5757	9	32				41
Barnhardt, Jake	1280	21	20				41
Davidson, John	3768	13	32				45
Merril, Ray	4322	28	21				49
Shaffer, Glenn	5213	26	24				50
Saferstien, Dave	5022	29	23				52
Kreidler, John	2677	22	32				54
Worthen, Dick	4586	24	32				56
Hale, Keith	4857	27	32				59
Sullivan, Edie	4282	32	32				64

Flying Scot® Sailing Association 2007 NOTICE OF RACE
FLYING SCOT®
NORTH AMERICAN CHAMPIONSHIP
June 24 - 27, 2007 - Fishing Bay Yacht Club - Deltaville, Virginia

1. **Rules:** This regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing (RRS). This is a category A event. Each boat shall send a representative to the Competitors Meeting.

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

3. **The North American Championship (NAC)** is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Skippers shall make an election between the Championship and Challenger Divisions upon registering.

A. RACING FORMAT

1. Due to the 2007 NAC being shortened to accommodate the Flying Scot 50th Anniversary Celebration, Class By-Laws Article B-IX (5) is changed as follows: (a) There will be no Qualifying Series; (b) Rather, the makeup of the Championship and Challenger Divisions will be based on each skipper's division preference as indicated upon registration. A space will be provided on the Registration Form for that purpose. Exception: Any North American, or Midwinter, Championship or Challenger Division winner shall sail in the Championship Division.

2. If 60 or fewer boats elect to race in the Championship Division, a 6 race format will be used.

3. If more than 60 boats elect the Championship Division, a double round-robin format will be used in which all boats, Championship and Challenger, will be divided into four fleets, A - B - C - D. Six races will be scheduled, two each day. If all 6 races are completed, each fleet will have raced every other fleet twice.

4. Fleet assignments will be made by the Organizing Authority and approved by the National Championship Committee with every effort being made to equalize talent among the fleets. The Sailing Instructions will define the round-robin rotations.

5. Each Division, Championship and Challenger, will be scored separately in accordance with the Low-Point System of Appendix A. All completed races will be scored. Three races shall be completed to constitute a regatta.

B. **REMINDER:** FSSA dues and Club Boat registration fees must be paid by May 25, 2007. Junior and Women's Championship member dues may be paid at registration.

4. **Junior Championship:** The Skipper must be seventeen (17) or under, and not turn eighteen (18) during the year of competition. The crew must meet the same age requirements as that of the Skipper, or must be members of the Skipper's immediate family (father, mother, grandparents, brothers and sisters). Junior Championship skippers must be Active, Life, Club, Family, or Junior members. At least five boats must be registered in the Junior Championship by June 11, 2007, for this championship to be held.

5. **Women's Championship:** All skippers shall be female and have Active, Life, Family, or Club membership status. All crew must be female. At least five boats must be registered in the Women's Championship by June 11, 2007, for this championship to be held.

6. **Pre-registration** may be by mail using the form available either in Scots N Water or on-line at www.fssa.com or www.fbyc.net, directly by active on-line registration at www.fbyc.net, or in person at the regatta site beginning Sunday, June 24, 2007 from 0800 to 1700. Registration for the Junior and Women's Championships must be completed by 1200 on June 24, 2007. Registration for all other divisions should be completed by 1700 on June 24, 2007, unless other arrangements have been made with the registration committee. **Sailing Instructions will be available to registrants at the completion of registration.**

7. **Measurement:** Sails may be selectively measured, and boats may be selectively weighed. All boats will be checked for required safety equipment to be sure they are in working order. Other measurements may be made at the discretion of the Measurement Committee. Club boats and sails will be measured completely. The measurement location will be communicated to competitors upon arrival. Masts should not be stepped until arrival at the launching site.

8. Fees:

Registration:	USSA Member	Non-USSA Member
FS NAC	\$155	\$165
Women's	\$25	\$35
Junior	\$25	\$35
Late Registration: Entries mailed or made on line after June 1, 2007		
FS NAC	\$180	\$190
Women's	\$35	\$45
Junior	\$35	\$45

Two tee-shirts are included for each competing boat, and meals and lodging are extra. Additional tee-shirts and a variety of additional apparel and accessories will be available at www.fbyc.net and at the regatta site. Several meals are planned including a free Continental breakfast each racing day (Please see registration form for further details).

9. Schedule:

a. **Women's and Junior Championships:** Sunday June 24, 2007. The first Warning Signal is scheduled for 1300. There are three races scheduled of which one must be completed to constitute a Championship.

b. **Championship and Challenger Series:** (1) Racing will be Monday, Tuesday, and Wednesday with a first Warning Signal scheduled for 1100 each day; (2) If 60 or fewer boats select the Championship Division, a total of 6 races will be scheduled with two scheduled on Monday, two on Tuesday, and two on Wednesday. Depending on conditions, this schedule is subject to change; (3) If more than 60 boats select the Championship Division, 6 races will be scheduled, two each day. This schedule too, is subject to change depending on conditions; and (4) No Warning Signal will be made after 1400 on Wednesday.

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

11. **Wet and Dry sailing:** Wet and dry sailing by ramp or hoist will be available at FBYC and at the auxiliary launching sites. Skippers will be asked their preference for wet or dry and ramp or hoist launching and, subject to availability, assigned to one launch alternative. Extra lines and fenders are recommended for rafting together on available moorings and piers. For wet sailed boats not moored at piers, launch drivers are hailed via VHF during available hours.

12. **Lodging and other local activities:** Details regarding lodging options are available on the NAC event website at www.fbyc.net by clicking the NAC Logo, and then by clicking on "Special Accommodations" in the left margin.

For Registration and More information
Visit the FSSA Website at www.fssa.com

"We have also appreciated support from the FSSA. We made use of the organizational material for new fleets, and they have published our story in *Scots n' Water*. This has all been positive and helpful."

Fleet 135 in Clinton, Illinois, increased FSSA membership from four to nine boats. Clinton Lake was the home of the famous Glow in the Dark regatta for many years, but the fleet suffered a decline after Sunshine and Gerry Hartman left. Bill Vokac, fleet captain, tells how they are making a comeback.

"We started a spring sailboat show two years ago at CLSA. We made sure the newest Scot in our Fleet 135 was there as a 'static display,' and we had a Scot in the water to take people out for a free ride. The Scot in the water demonstrated the stability and 'room for a crowd' features of the boat. We handed out Flying Scot, Inc., brochures every chance we got.

"Visitors had to sign a CLSA liability release form (which included their contact information) while getting a life jacket and a nametag that entitled them to a FREE ride. I used the contact information to follow up, inviting them to crew in a race

or come to one of our potlucks. The club also puts on fun events: Ladies' Day, Let's Go Sailing Day, Kids' Day, Pirates' Day, and Youth Group Sailing Day. These events have helped club membership to double in the past three years to 90 families. Check out our new Web site at www.clsasailing.com.

"The club has a fleet of five donated sailboats in the 14-foot range that can be used by members of the public after they are certified by attending Wednesday-evening practice sessions that I usually host. I use my Flying Scot and other fleet members bring their Scots, too. We take visitors out and do some ten-minute practice races. I stress making sure everybody gets to trim the jib and steer before we get back to shore. New sailors are always impressed by the Scot's stability, room, and speed. When they are ready for a boat of their own, they then often look for a Scot. I keep track of what is available locally and listed in *Scots n' Water*, so they have lots of choices. There are a number of potential Scot owners 'in the pipeline,' and we're having a LOT of fun!"

Fleet 177 at Cedar Point YC in Westport,

Connecticut, has gone from five to ten boats in the past year. Melanie Dunham, fleet captain, says the growth can be attributed to several things.

"We had a core group of Flying Scot sailors and were looking for an active sailing club to call home. We found that the Cedar Point YC met all our needs perfectly. The club has great facilities and a long history of supporting one-design racing. Plus, it is located on a great body of water for sailing - Long Island Sound.

"The Scot fleet recognized its role as a new fleet in the club. We focused on recruiting new members to the fleet and the club, and thus earned the respect of the existing fleets at the club. As a result, the other fleets and the club's officers now speak favorably of the Scot to potential club members who have yet to buy boats, so that many of them become interested in the Scot.

"The Scot has filled a niche in the club for people who want a family boat. We have not taken members away from other fleets; rather, we have provided another option for people interested in joining the club. "Perhaps most importantly, we have permitted the Flying Scot to sell itself." ▲

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Lancaster, PA 17601-3519

FS 5334/ Fleet# 155/District 4

Hobart Harvey
4510 Uppingham Rd
Richmond, VA 23235

Fleet#0/District 4

John McCarthy
4401 Chesapeake Ave
Hampton, VA 23669-4639

FS 5600/ Fleet#103/District 4

Brad Miller
31185 Millers Crossing Rd
Hanover, VA 23069

FS 4603/ Fleet#105/District 4

Tom Norris
PO Box 685
White Stone, VA 22578

FS 4304/Fleet#0/District 4

HT Young
10145 Townline Road
Northeast, PA 16428

Carolinas District

Fleet#0/District 8

Dannitte Mays Dickey
4401 Town & Country Dr
Charlotte, NC 28226

FS 4998/ Fleet#0/District 8

Daniel Gottovi
609 Leonidas Court
Raleigh, NC 27604

FS 5689/ Fleet#0/District 8

Barry Guthrie
3038 Seven Lakes W.
West End, NC 27376

FS 3801/ Fleet#126/District 8

Uwe Heine
812 Parkdale Rd
Givsonville, NC 27249

FS 5691/ Fleet#0/District 8

John C. McMenamin
2230 Westminster Place
Charlotte, NC 28207

Fleet#0/District 8

Martin O'Brien
1817 Polo Rd
Winston-Salem, NC 27106

Greater New York District

FS 1628/ Fleet#0/District 12

Robert J. Gutmann
705 Lincoln Boulevard
Long Beach, NY 11561

FS 4961/Fleet#163/District 12

Arthur Hart
695 Geigel Hill Rd
Ottsville, PA 18942-1700

Fleet#0/District 12

Claudia Stepke
33 West 82nd St
New York, NY 10024

Florida District

FS 4259/ Fleet#150/District 43

Rudy Galasso
5052 China Sea Dr
Tavares, FL 32778

FS 2429/ Fleet#0/District 43

Carl Geyer
142 Northside Dr S
Jacksonville, FL 32218

GULF DISTRICT

FS 3431/Fleet#0/District 16

David Boling
1413 Wind River Dr
Huntsville, AL 35802

Fleet#0/District 16

Paul Brown
9 Marbais Pl
Little Rock, AR 72223

FS3654/ Fleet#133/District 16

Mark George
35 Northlake Circle
Conway, AR 72032

FS 5708/ Fleet#0/District 16

Michael W. Magner
500 Poydras St., Suite 741-B
New Orleans, LA 70130

FS 5770/ Fleet#150/District 16

Fred Wilsen
1019 Shady Maple Circle
Ocoee, FL 34761

Midwestern District

FS 3023/ Fleet#68/District 24

Colin Dykes
1717 Hidden Hill Drive
Verona, WI 53593

FS 3204/ Fleet#13/District 24

Steven Grossman
207 E. St. Andrews Lane
Deerfield, IL 60015-5000

New England District

FS 416/ Fleet#76/District 28

Harvey Davidson
65 Brook Road
Sharon, MA 02067

FS 3232/ Fleet#0/District 28

Nick & Suzi Preston
Box 553, Tempton, NH 03223

New York Lakes District

FS 4294/ Fleet#0

Paris Perry
35 Sun Creek Lane
Stone Ridge, NY 12484

Ohio District

FS 1468/ Fleet#0/District 32

Dennis Johnson
1449 15th NW
Canton OH 44703

FS 4278/ Fleet#1/District 32

Pat Maundrell
10093 Humprey Manor Ct.
Cincinnati, OH 45242

FS 4265/ Fleet#0/District 32

Karl Schneider
465 Sanitarium Rd
Washington, PA 15301

FS 2445/ Fleet#37/District 32

Martha Sweterlitsch
118 N Vine St
Westerville, OH 43081-1549

Pacific District

FS 3488/ Fleet#40/

James Garrett
26 Berlin Ave
San Anselmo, CA 94960

Prairie District

FS 1171/ Fleet#83

Anders Carlsson
231 Westgate Ave
St. Louis, MO 63130

Texas District

FS 4545/ Fleet#23

Shawn Grisham
121 Harbor Lane
Hikory Creek, TX 76210

“Hey...where'd everybody go?”

Flying Scot's (Harry Carpenter's) First One on her mooring on Deep Creek Lake, MD in late October. Photo submitted by Dan Warnick, FS5595



STARTING LINE

Calendar Of Monthly Events

Florida District Championship Series #4

Lake Eustis Sailing Club,
Eustis, FL

February 17 and 18, 2007

For more information contact
Ray Laguna
raylaguna5@aol.com

Florida District Championship Series #5

Mid Winter Warm-Up Regatta
Davis Island Yacht Club
Tampa, FL

March 3 and 4, 2007

For more information contact
Mike Roberts
MKRDC@aol.com

2007 Mid Winter

St. Petersburg Yacht Club
St. Petersburg, FL

March 4 - 9, 2007

Additional Information will be
available at a later date.

Florida District Championship Series #6 (end of series)

Melbourne Yacht Club
Melbourne, FL

April 21 and 22, 2007

For more information contact
Charlie Fowler
fowlsail@gate.net

Early Bird Regatta Cedar Point Yacht Club

Long Island Sound
Westport, CT

May 19 and 20, 2007

For more information contact
Mark Reifenhauer 203-267-
5371 or fs5516@yahoo.com

Founders Cup Old Greenwich Yacht Club

Long Island Sound
Greenwich, CT

June 2, 2007

For more information contact
Dave Osler 203-975-9166
ddosler1@aol.com

Full Moon Regatta Monmouth Boat Club

Navesink River
Red Bank, NJ

June 9, 2007

Skipper's meeting at 9:30AM
For more information contact
Thom Lee at thom@
waterfrontartists.com

2007 North American Championship Regatta

Fishing Bay Yacht Club
Deltaville, VA

June 24 - 27, 2007

For more information visit
Fishing Bay Yacht Club
www.fbyc.net

Caledonian Willow Bank Yacht Club

Cazenovia, NY

June 30 and July 1, 2007

For more information contact
Peter Colman at 315-682-6587
or windmansion@alltel.net

Annual MAYRA Regatta Yacht Club of Stone Harbor

Stone Harbor, NJ

(sailed on the Great Sound)
July 21, 2007

For more information contact
Linda Nicholson 215-659-4007
linbnich@hotmail.com

New England District Championship

Massapoag Yacht Club
Sharon, MA

July 21 and 22, 2007

For more information contact
Diane Kampf 508-847-8401
dianekampf@charter.net

2007 Sandy Douglass Memorial Regatta Deep Creek Yacht Racing Assoc.

Deep Creek Lake, MD
July 28 and 29, 2007

For more information contact
Jim Munford 301-533-0292 or
301-616-2661
sammjamm@earthlink.net

Flying Scot Eastern Women's Regatta

Deep Creek Lake
Deep Creek, MD

August 4 and 5, 2007

For more information contact
Geri Meehan at gmeehan@
earthlink.net or call 301-387-
3469 starting May 15, 2007.

2007 Wife Husband Regatta Cedar Point Yacht Club

Westport, CT

August 25 and 26, 2007

Additional Information will be
available at a later date.

58th Annual Regatta Massapoag Yacht Club

Massapoag Yacht Club
Sharon, MA

September 8 and 9, 2007

For more information contact
Diane Kampf 508-847-8401 or
dianekampf@charter.net

*For the Latest Information
about Regattas
and Other Events,
Visit the
Online Calendar Listings
of the
Flying Scot® Sailing
Association at
www.fssa.com.*

NEW ENGLAND DISTRICT *NACs in Marblehead* Continued From Page 27

whole race committee, including extra safety boats and a boat for the judges. Jack Carney, the CYC dock master, spent the week prior to the event arranging for moorings and dock space for our fleet. As this was a national event, the CYC absorbed the costs of running all of the boats, and no one was charged for any mooring.

Hank Sykes and Dave Jacobsen volunteered to coordinate the "welcoming com-

mittee." This turned into a tremendous job, mostly due to the very narrow, one-way streets near the CYC, the fact that CYC has only one hoist, and the large number of boats (64). Mike and Kathy Frigard and Chuck and Kathy Nicolosi spent the whole launching day directing trailer traffic, and Jim Cavanagh and Dennis Dubuc did all of the boat inspections.

Throughout the whole organizational process, Bill Ross and Glenn Shaffer were

always readily available to answer the many questions we had, especially regarding the notice of race and the sailing instructions.

The first three days of the event went very smoothly, due to the dedication of all of those mentioned and their extensive committees. After the storm, all these same people, and many others, vigorously centered their efforts on the rescue and salvage operation. ▲

CAVEAT EMPTOR = BUYER BEWARE

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FS 89 - Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. **\$850** Located in Oakland, MD Contact: Ernest Berger, 251-626-6609, ernestberger@bellsouth.net

FS 782 - Lofland built in 1965. Hull re-cored with Baltek and West System. epoxy 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: Kirk Auston, 405-923-5369, kanzan@cox.net

FS 1864 - 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, 509-378-0263, richhome@charter.net

FS 2262 - 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, 336-333-9420

FS 2932 - Douglass built in 1977. Boat hull & rigging in very good condition with new Fischer racing sails. Package includes trailer, Minn Kota motor, boon cover, anchor, etc. **\$4500** Located in Buffalo, NY Contact: Jeffrey Raugh, 716-689-7751, wayraw@aol.com

FS 3291 - Douglass built in 1978. Light blue hull. Still competitive. New mast, shrouds and boom (1999), two full suit of sails, 12:1 boom vang, spin halyard led to centerboard. Have set up but not installed for inboard spinnaker sheets, centerboard controls for pole lift and outhall. **\$4000** or obo. Located Cape Cod, MA Contact: John Selldorff, 860-874-6556, jselldorff@legrandna.com

FS 3940 - Douglass built in 1984. One set parts & spinnaker; Tee-Nee trailer; good condition; sailed only 2-3 weekends per year for last 13 years **\$4500**. Located in Appleton, WI Contact: Robert Sullivan, 920-731-0916, 920-734-0400, sullivanapp@aol.com

FS 4812 - 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, 630-371-1702, richard.hemmings@fla-life.com

FS 5052 - Flying Scot built in 1996. Racing rigged, with brand new trailer. Many extras including racing sails, new spinnaker and rigging, boat cover and accessories. Includes a Nissan model NS3.5B22 outboard with very low hours. **\$8900**. Located in Beaufort, NC Contact: Terry Senich, 252-728-6219, tsenich@ec.rr.com

FS 5362 - Flying Scot built in 2001. Ready to race condition with trailax aluminum trailer and new sails main jib and spinnaker and new full cover. **\$12,500**. Located in LESC just North of Orlando, FL Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com

FS 5391 - Flying Scot built in 2001. Radical race package, 2 sets North Sails, full set of covers-top, bottom, mast, Galvanized trailer, excellent shape and race record **\$12,000**. Located in Arnold, MD Contact: Greg Fisher, 410-212-4916, greg@od.northsails.com

FS 5473 - 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, 917-603-6774, blakedavies@yahoo.com

FS 5567 - Flying Scot built in 2003. Sailed 3 times. White deck & hull with yellow waterline. Includes: 2 full sets of sails, spinnaker, bottom cover. 2003 galvanized trailer. Excellent condition. Available for pick up only. **\$12,500**. Located in Daphne, AL Contact: Kathy Anderson, 251-626-2724, artandkathy@bellsouth.net

PRESIDENT'S MESSAGE *Continued From Page 4*

a trial and error process. Pockets of air cause problems as did flotation gear that would not stay fastened under the seats. In mid-1957 Eric Ammann joined Sandy as his able assistant and eventual successor. One by one, they resolved the problems and built six or seven boats during that first season. The rest, as they say, is history.

Sandy not only designed and built his boats – he raced them to many championships. Five times he was the North American Champion in the Ten Square Meter International Sailing Canoe. He was the Thistle National Champion five times between 1946 and 1956. And saving his best for last, he was the Flying Scot North American Champion seven times from 1959 to 1971. 🚢



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
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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, leaning over the side of the boat, wearing a white shirt and a dark cap. The other man is behind him, also in a white shirt and dark cap, holding onto a rope. The boat is red and white, and the water is choppy. The photo is framed by a decorative border.

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