

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 52 NUMBER 4 2008

**IN THE AIR FLYING ONCE AGAIN**

**Team Suzie Q**  
**AT THE MIDWEST DISTRICT**  
**CHAMPIONSHIPS**

**2008 Midwinter**  
**Championships**

**Why the**  
**Flying Scot**  
**CLASS IS**  
**STRONG!**

**MIDWEST DISTRICT HIGHLIGHT**

**CAPSIZING!**





1st North Americans  
1st Midwinters

# FAST<sup>est</sup>

Photo: Allan Terhune and his wife Katie dominating the 2008 North Americans using North's new **AP mainsail**, our **Snug Rig jib** and our **BR-1 Full Radial spinnaker**. In fact, North Flying Scot sails are the choice of the top teams in the circuit, including also the Midwinters winners. ***When performance matters, North is the only choice.***

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

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

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**COVER:** Photo courtesy of Greta Mittman - Saturday sail on Canyon Lake in the Texas Hill Country.

\*Denotes Executive Committee Members



# From The President

by Barbara Griffin, FS 2259



Dear fellow sailors,

Kay has just reminded me that it is that time, again – another letter is due! All this makes me realize how vitally important Kay Summerfield and her publishing/editing crew are to the Association. Scots n' Water is our visible, tangible mouthpiece. It keeps us connected and promotes pride and camaraderie in FSSA. Kay does a tremendous job, and all of us are in her debt!

As this sailing season gets under way for many of us, a word about crew! Crew is an integral part of the team, whether you are racing or just out having fun on the water. Sailing mostly as crew, I have learned a great deal. First of all, there is only one skipper! I provide input on strategy, wind, course, relative boat speed, and potential problems. But when the skipper says tack, we tack. When the skipper gives conflicting requests, the crew is expected to sort them out and do what the skipper means, not what he says. When conditions get tense and I get five commands at once, I just smile and think to myself, "He thinks I am Wonder Woman, that I am really capable of doing all that at the same time. I feel quite flattered!" And in stressful situations when the skipper speaks sharply, it is almost always the situation or himself that he is unhappy with, not the crew. An effective skipper knows that skipper and crew

are on the same team. The front end of the boat is not out to sabotage the back end, but, rather, both skipper and crew are doing the best that they can. Good results can only be achieved by dedicated and respectful teamwork. And for husbands and wives or any assortment of sailors, good teamwork on the water can only lead to stronger relationships on land. A final word to skipper and crew: respect each other and appreciate each other's unique strengths and abilities.

A rather different Wife-Husband Championship Regatta was held June 7th and 8th at the Oklahoma City Boat Club, Oklahoma City, OK. There were 24 boats, representing Texas, Oklahoma, Iowa, Kansas, Maryland, and Pennsylvania. The boats divided themselves evenly, with eight each in the Championship, Challenger, and Non-spinnaker divisions. While temps were a little warm, the winds were exciting – too exciting! From Friday through Sunday, they howled between 25 and 45 knots. The race committee acted very responsibly, canceling all races but not giving up until the end. Oklahoma City Boat Club went all out to supply food, beverage, and entertainment, including a band on Saturday night, with Greta Mittman, district governor from Texas, leading the pack of dancers. To quote: "With the great

hospitality, who needs the race anyway?!" Many thanks to all at Oklahoma City Boat Club for their efforts in making this a special and memorable event!

Two more sanctioned events will take place this fall. The Atlantic Coast Championship will be held the weekend of Sept. 27-28, at Selby Bay Sailing Center, Edgewater, Maryland. Jason Hair and committee are working hard to make this—the 5th annual—a very special event! Also, on Oct. 18 and 19, the Flying Scot North American Masters Regatta will be held at Fort Walton Beach Yacht Club, Fort Walton Beach, Florida. The requirements for participation are that the skipper must be at least 60 years of age, and the crew can be any age. This is a suspension of the Bylaws for this regatta only. Darren Cooke and his committee are hoping to draw a greater number of boats with the new crew criteria. Check FSSA.com for the NOR and registration form!

I have served as your president for one year now. It has been a most rewarding experience. I have been fortunate to have truly dedicated, hardworking, conscientious, and supportive people working with me. They make the Association the success that it is. Thanks to all!

Happy sailing! ▲

## THE FSSA CLASS FLAG



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

Price is \$25.00 plus \$6.00 S&H.  
To order please call FSSA at... **(800) 445-8629**

# From the Editor

Kay Summerfield



**Corrections:**

*"In the Air" - Flying Once Again* was listed on the cover but did not appear in the issue. See page

**2007 Fleet Growth Award:** the photo of Fleet 163 - Lake Nockamixon, Quakertown, PA was omitted. See right.

I apologize for any inconvenience this may have caused.



## Additional layout to come

*Life's a Sailboat Race*

*By: Sam Bibb*

*When I sail I feel free  
As the wind pushes me across the water  
Sailing takes skill and determination  
Much like my life*

*As the wind fills my sails  
I grow older and wiser  
With every time I capsize  
I learn how to right my boat*

*When the wind picks up  
I must take the risk of hiking  
I lean way out to flatten my boat  
With every wave comes a splash in the  
face*

*As I go down wind  
I put up the spinnaker  
And steer my boat straight to the fin-  
ish  
I can now relax my race is almost over*

*Note: Submitted by "Proud Grandpa"  
Joe Gerrity JS 3474*



# Gus Sails Undeclared in 2007

## 2007 MIDWINTERS

1st Place Fred & Fred Strammer

2nd Place Jeff & Amy Linton

## 2007 NAC CHALLENGERS DIVISION

1st Place - Michael & Greta Mittman

## 2007 NAC WOMENS

1st Place - Greta Mittman, Heidi Gough

## 2007 NAC CHAMPIONSHIP

1st Place Jeff & Amy Linton

## 2007 WIFE-HUSBAND

1st Place Jeff & Amy Linton

### Congratulations to:

Bay Waveland Yacht Club, Buccaneer Yacht Club, Amy & Jeff Linton, Fred & Fred Stammer, Harry Carpenter, Richard Wade, Larry Taggart, John Dane, Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird, Natalie & Scott Mauney, Tom Lawton...and more!

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# 2008 Flying Scot Midwinter Championship

by David Sebald, FS 4328

The Flying Scot Midwinter Championship Regatta was held the week of March 24th at the St. Petersburg Yacht Club. I sailed with Jay Lott, who is remembered by many of the Madison (Wisconsin) Scot sailors for his past success at Ephraim. Other Lake Monona Sailing Club members who participated in the regatta were Ryan Malmgren and Deb Torgerson, who was sailing with Donald Johnson from Champaign, Illinois. Dick Schultz (originally from Wisconsin) also made the event with his son Rick, coming from North Carolina. In all, 63 boats were divided into a championship fleet of 34 boats and a challenger fleet of 29 boats.

The Midwinters is a major regatta for the Flying Scot class, and sailing talent was abundant. Past North American Champions Marc Eagan, Harry Carpenter, and Scott Mauney participated, as well as Allan Terhune, who was a North American Champion in the Lightning class. Greg Fisher organized daily pre- and post-race seminars and took instructional video of competitors to demonstrate proper sailing techniques.

Jay and I got into race mode early. We weren't able to leave for the regatta until Saturday night, giving us just 22 hours to make it from Milwaukee to the reception held at SPYC's Tiki Bar! We hooked up Jay's Dartmouth-green Reindeer II to his truck and drove nonstop to St. Petersburg, arriving just in time for cheeseburgers and a freshly tapped keg of beer. Our VMG was a little less than 60 mph!

Monday, the first sailing day of the regatta, had only one race. Depending on your perspective, this was either a good or bad thing, as a cold front was pushing wind speeds close to abandonment conditions. Wind at the start of the race was high teens to 20, and by the end it was blowing steadily in the twenties and gusts much higher. Waves grew to about three feet. Conditions led to numerous equipment failures, including one boat that lost its mast. This wasn't Lake Mendota conditions! Five boats capsized and one boat finished the race with an unintended guest—an 18" Spanish mackerel that must have decided it was better to jump into a Flying Scot than dodge a fleet of them. (To my knowledge, no protests were filed against this boat for finishing the race with extra crew.) Jay and I finished mid-fleet at 16th and limped home with a boat full of water from spray and waves breaking over the bow. Deb crossed the line in 17th place in the challenger fleet.

The first race of the second day was delayed by an hour, due to high winds. Gusts in excess of 30 were reported early in the morning, and traffic warnings were made for vehicles traveling

along the Sunshine Skyway Bridge, located just south of SPYC. Eventually the race got under way, with wind speed still very strong but dropping to the high teens with gusts over 20. One mast was bent prior to the start as a result of a boat slamming into the RC boat (a rather large converted yawl). Not amused, the RC let the poor sailor slowly—and in full view of the fleet—drift away from the start line before finally offering assistance. The SPYC RC is tough. They are on time, don't wait long to get things going, and are strict enforcers of being over the line.

Wind speed continued to decline, and for the second race of the day it was somewhere in the low- to mid-teens. The three-aboard heavy boats were now beginning to struggle and to fall back in the fleet. Jay and I definitely knew where we stood. Our score after the first three races was 50, which placed us 16th. Deb was one of 13 boats that decided not to sail Tuesday.

For the third day we had completely different conditions. The temperature finally broke 70 degrees and the wind dropped significantly, to a maximum of about 10. In the race seminars we had been encouraged to have a game plan and stick to it. Unfortunately, Jay and I must have missed the presentation on picking the favored side of the course because, while we led our side, nobody in the front of the fleet seemed to be around us. We ended the day in 18th place in the championship division. Deb ended the day in 25th in the challenger fleet.

Although the Flying Scot is a sturdy boat, the strain on equipment from the previous high-wind days was becoming noticeable. Ryan's boat needed a repair to the gooseneck, while the boom on Reindeer II developed a noticeable sideways bend, which we eventually straightened. At least Harry Carpenter didn't seem to mind. (Harry is the builder of the Flying Scot and had a truck full of spare parts.)

On the fourth and last day of the regatta, the wind died completely. We started a sixth race, but it was abandoned after about 25 minutes. After a long delay, the RC called off races for the day, leaving us in 18th place.

SPYC has great facilities and was a wonderful host. The RC set good start lines and adjusted course lengths so that each of the races ended up being about an hour long. SPYC has four cranes to launch boats and ample club facilities. Jay and I stayed at the Hampton Inn, which is only a couple of blocks from the marina.

Jay and I weren't ready to give up racing. We left SPYC at 8 a.m. with the objective of beating the elapsed time on our drive down. Rush-hour traffic in Atlanta prevented us from accomplishing our goal, but I was still back home early Saturday morning. ▲





# CAPSIZING!

by Mark Van Egeren, FS 4821 (aka: *Snout Dog*)

**W**e knew it might get “hairy” last Saturday, but with an all-up crew weight of 450+ pounds, my brother Mike and I thought we could take on most things our beautiful Lake Monona could throw at us. After all, in over eight years of competitive sailing upon her, we had never flipped on our home lake, and with winds at around 13 mph near the pier, we had no reason to think this would be “the day” as we headed out for our 2-p.m. race.

My, how things can change.... I knew the wind was coming over our heads on the shore; still, it did not seem heavy enough to warrant switching over to an

older set of sails I keep on hand for just such a purpose. I went with the good suit. Heck, after three cancellations over our last four races, I was anxious to get out and put the fleet on notice that our Scot, Snout Dog, was sharp after returning from the Midwest Districts on Lake Carlyle with a respectable 6th and would be contending for fleet honors this summer.

Twenty minutes out and heading downwind, we bore off toward the race committee boat and Snout Dog jumped out of the lake, reaching on a plane, beautifully balanced and yearning to race. It was our kind of air. A mix of four or five C-scows and four or five other Scots ventured out

to contend as well, and I told my crew we should dial up to weather and check out my newly adjusted boom vang to make sure it would de-power Sandy’s big main. It did. I smiled. With the jib blocks back, outhaul ripped, a little Cunningham on, and the vang on, we powered upwind, knifing through the increasing surf with ease.

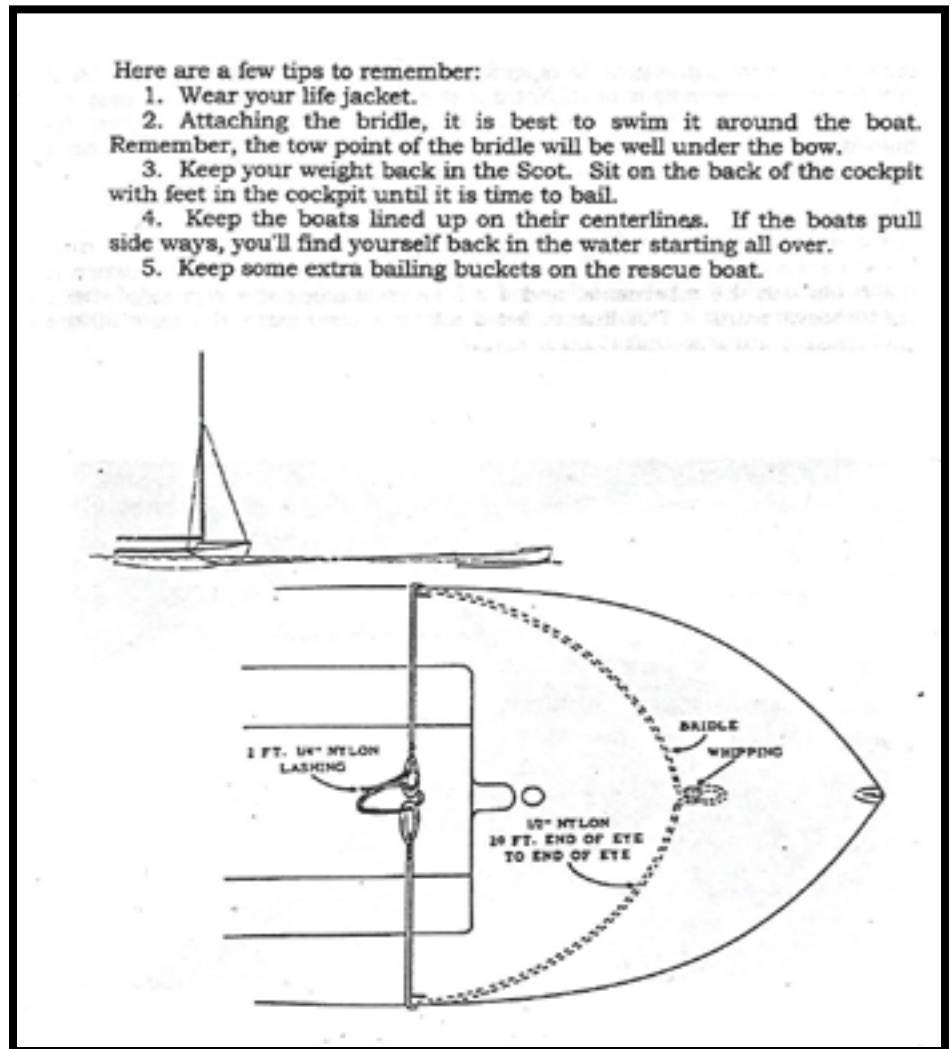
Ten minutes to our start, the skies begin to darken here and there, mostly to the west but with winds out of the south. Mike and I reconnoitered and decided we still looked good for sneaking in a heavy-air race. Seven minutes to our start—two more for the C’s—and they start turning tail. Winds are around 16 to 19, I sup-



pose, gusting to the mid-20s, and the lake is alive with whitecaps. Skies look okay still, and the judge queries us, over the snapping of our sails, about where everyone is going. Five minutes and our fleet warning horn goes off. Clocks sync, and Mike and I tick off our pre-race rituals: clear board, clear rudder, set TackTick courses, check line bias, do “fist bumps” for good luck, “Ready about?” “Hey, where is everybody going?” We note that the rest of the Scot fleet is joining the C-scows and heading in. We weigh options. Does one boat constitute a race? Should we run the course for heavy-weather practice? Take a bullet and forget the chute while sailing conservatively? Crack the line and head in and pick up at least a point on the rest of the fellas? A minute 30 seconds left, and this time we do flip over and head back toward the line, taking one last look to weather for any shifts and noticing the sky still not looking too threatening. Another surprise as we settle in for our sprint up to the line. “What’s that?” The abandonment flag is up. Damn! We saw the life preserver flag up earlier, and we’re already in compliance. I hate those blue and white checks!! Oh, well, we bear off for the pier and decide to head home.

Blasting off on a power reach, board down a third, sails adjusted, both of us hiking to windward in the rear half of the cockpit...and holding the tiller feels like holding a microphone. Smoooooth.... Things were going swimmingly when I noticed a motorboat heading our way. Fellow Scotters Willie and Tammy Liddicoat (FS 5084) were coming out to check on us, having already docked their Scot. I told Mike prior to their arrival, “Look cool, Mike; act like ‘it ain’t no thang’ out here.” He obliged, and we told Willie we were fine and thanks for checking on us.

I knew, with the winds screaming off the Point ahead, that getting through that area would be anything but a walk in the park. Nearing it, I should have taken more precautions: a little more board perhaps, sailed a little deeper, a little less vang, make sure both Mike and I had our sheets in our hands and out of their respective blocks, etc. We didn’t, and 400



yards later we took the proverbial “elevator ride.” Wham! A capricious puff smacked us amidships. We later learned that gusts of 38 mph were clocked at the time of our knockdown. I’d finally been had on a reach! Without a quick and total release of the main and jib, it’s surprising how fast a 900-pound boat and a 450+-pound crew can go over. She went fast! Like a sideways pitch pole, my brother and I went flying into the lower sections of the main (he later told me he was hoping I would not land on him, when he saw me flying through the air next to him).

I quickly pushed him toward the top of the mast, as we had practiced, and sputtered “MAIN, MAST, MAIN,” figuring he knew to get to the end of the mast and hold on so she wouldn’t turtle. He quickly grabbed the leech of the main and pulled himself hand over hand toward

the head of the sail. He didn’t make it far. Within four feet, with the big gusty persisting, the hull was driving the mast under at a ferocious clip—and, with it, my bro! Smart boy; he let go and bobbed back to the surface, explaining the obvious to me.

I said, “Good try,” and looked at the centerboard-less bottom of my newly turtled Scot. I thought of my cohorts safely back at the pier and committed myself to getting Snout Dog back on her feet as soon as I could. I figured we’d “get on her” and get her back up about the time that Willie returned (hope he saw us!). Hmmmmm. Options, options, what were my options? I thought, with our weight, if I could get on the hull and pull Mike up, we could roll her on her side and take it from there, but how?

Our hull sanding efforts had left the

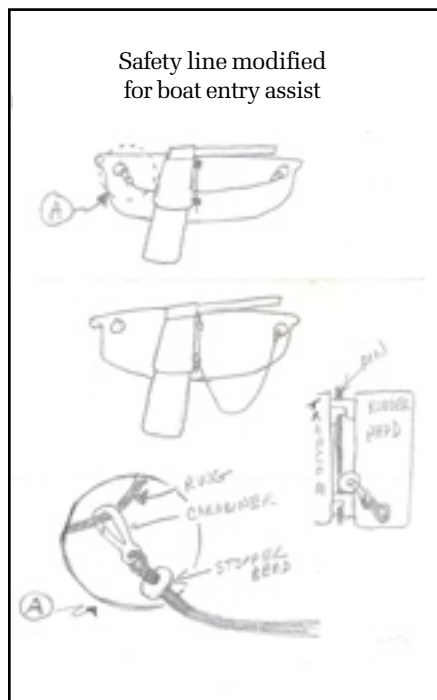
*Continued On Next Page*

bottom really slick. The waves--by now in the two- to three-foot breaking rollers category--weren't helping as they broke on and around Snout Dog. Wait! I remembered my transom bridle and hoped it would work as well upside down as it did right side up. Willie showed up and asked if we were okay, and I sheepishly said, "Yes," having already checked with my bro' earlier. He wanted to head his big Whaler over to the committee boat and grab the Scot towing bridle he and his pal Bill had rigged up a few years earlier. We signaled thumbs up amidst the howl of the impending storm. I turned my attention to the transom. A few years back, fellow Scotter Chuck Howting (FS 4788) had turned me on to a neat idea that I had installed on my transom rings (see diagram at right). The rig doubles as a lifeline. I tied the starboard side with a bowline. From there the 3/8" line travels between the rudder pin and the back of the boat toward the port transom ring. There the line terminates in a washer-knot-carabiner arrangement that can be used to get into your Scot whether she's on her side or turtled.

To engage the rig, one releases the port carabiner and simply lets it drop. Then one moves to the starboard side of the rudder and pulls the line until the washer hits the rudder pin and--voila!--a stirrup is formed. I shoved my foot into the stirrup and grabbed the forward edge of the rudder and pushed downward for a little extra leverage. Bending my knee, I pushed upward and shot myself onto the rear of Snout Dog's hull, grabbing for the centerboard trunk slot as I slid to a halt. "Got it," and I swing myself around perpendicular to the trunk slot and straddle the boat while instructing my crew to do the same. "Now we're getting somewhere!" I extend a hand to Mike and pull him up alongside me and explain the next step. We both had our fingers in the slot and our toes along the bottom edge of the leeward rail. "This just might work." I told Mike, as we began to roll her, that we needed to keep our weight up high out of the water, so we kinda did a Batman climb up her hull as she began to turn. "Hey! Grab that spinnaker line!!" With another source of leverage from the oth-

er side of the boat, she now rose rapidly through the boiling waters.

Finally her progress slowed, and I sent Mike around to the front to see if he could now secure the mast while I continued to hold her in place. Success!! He yelled he had it and, after assuring myself twice that he really did, I released the spinnaker sheet and paddled around to the back of the boat to begin the climb into the cockpit. I immediately grabbed what I saw floating loose and stashed it as best as possible, including the boom crutch (I should give this to Willie, I thought). I made sure the main sheet was blown (it was) and the jib sheet was blown (it



wasn't -- hmmm!!), and I stuffed the chute in the turtle as best I could. One last check to make sure my beloved carbon-fiber spinnaker pole was still secure, then on to the centerboard. I popped the 360-degree WACO centerboard cleat and pushed the board out at the bottom of "the hump" as far as my fingers would allow. Scrambling back out of the cockpit and around to the bottom of the hull, I was pleased to see enough board had emerged that I could now get hold of it and yank the balance of its smooth length out of the trunk. When the board was fully extended, I plunked my tiring and considerable rear end on it and yanked myself to my

feet. Standing, I call for Mike to join me aboard the board to speed Snout Dog's progress to "mast up" status. She's on the rise and I'm relieved, as I am aware that Willie is back with us and waiting for us to receive his tow as conditions continue to deteriorate.

A nasty, horizontal, pelting rain hampers our progress at securing the bridle first around the mast.... "No, that's not right." We have to go around the chain plates, too. Mike jumps into the cockpit on my command to secure the carabiner to the bowline side of the bridle and tie off the whole intersection to the mast. I center the bridle out in front of my Scot and swim back into the cockpit, after releasing my transom port to prepare for our tow. Willie and I focus first on getting Snout Dog into an upwind towing position, but the winds, now at 20 to 30 mph, are not in agreement. We struggle and learn the bridle doesn't like being pulled sideways and finally suggest an offwind tow, as lightning now cracks to the southwest, 10 or so miles out.

Water slowly starts exiting our swollen cockpit, and Mike and I set about securing the interior, dropping and strapping and "bungeeing" the jib to the deck, pulling the gooseneck, dropping the main and stowing the whole works under the deck, grabbing whatever we could see trying to escape the confines of our cockpit, all while balancing the boat under the increasing surge of horsepower from Willie's Whaler. We were watching the horizon to the northeast to keep the boat balanced and upright. Willie and Tammy were looking at an increasingly sinister scene to the southwest, with lightning strikes increasing and black skies roiling toward us. Pulling from just off center from the bottom of the hull and from behind the chain plates now, the tow bridle is working well. We later understand that the off-center issue is a result of the center of the meeting intersection in the hull not being tied off tight enough at the base of the mast. We later explain to those back at the pier how we learned how to use the bridle--what we did right and what we needed to improve on. For more details on the towing bridle, check out the attached diagram and



detailed explanation in the “Best of Scots n’ Water” article, like we did, and rig up a bridle for your fleet. It is essential gear.

Weather is looking downright scary and as we round into our pier area in the lee of the storm, Tammy jettisons the tow line on our command and the tornado sirens go off!! We thank our saviors and wish them safe passage on their quarter-mile sprint to the safety of their boathouse. Most of our pier waited to assist us in getting Snout Dog secured, bailed, and back on her lift. We dispense with the arduous bucket detail and, with two ports opened in the back and two bailers inside, my Scot discharges her contents quickly. I gather my “bungeed” cooler, aluminum tiller, and TackTick, and we quickly prepare to cover her, as others scurry to secure sails, keys, and miscellaneous gear. Ashore, I take a couple of breaths and lock up my shore station and pat the shroud of my steed, telling her it wasn’t her fault. The connection seems palpable at times, but she’s just a pile of fiberglass resin, balsa wood, aluminum, and stainless steel... isn’t she? One thing for SURE, she’s built like a brick outhouse and a helluva lot of fun!

**Postscript:** So what did we learn? A towing bridle, properly built and fitted,

works great and makes towing and getting the water out of a Scot much easier. Remember to jump out of the cockpit in shallower water when the towboat begins to slow, and screw your transom port back in while you get to an area where you plan to bail. It’ll keep more water from going back into the boat.

A stirrup bridle like that diagrammed herein makes boarding a Scot a heckuva lot easier, whether you’re in need of getting onto a turtled hull or back onto the top of the transom after only a slight knockdown. I strongly recommend one to those who do not have a swim ladder and, while you’re at it, install a grab-hold fitting in the rear starboard corner of your deck, too. It makes getting aboard sooooo much easier.

When the fleet heads in while you’re out on the course, take a really good look at the weather conditions. The winds were coming over the short side of the lake, so it took no time for us to be beset with the kinds of “popcorn” thunderstorms that were popping up all over the county at the time of our knockdown. Think about what your options are, sail conservatively to get home, plan on the way there what you’ll do if you capsize,

and execute your plan if you do. Stay clear of a turtling boat and be aware of any lines that are brushing against you and remove them immediately.

Lastly we learned we have great people in our club. Thanks to the courage and heart of friends like ours in the Lake Monona Sailing Club, what could have been a traumatic experience was really not that unpleasant. We got good practice in self-rescuing in heavy air, no one got hurt, and I lost only a crummy sponge, a tube of suntan lotion, and...another boom crutch. My brother teases me about this, as I lose or break about one crutch per year. I’m tinkering with the idea of a carbon fiber or titanium crutch next! My new aluminum one is already done. I gooped up the ends with 3M white stuff, and it’s airtight and floats. A couple of blue racing stripes surround the engraved note at the top of the crutch: “IF FOUND, PLEASE RETURN TO: MARK VAN EGEREN, FS 4821, AKA SNOOT DOG”

*(Mark is Flying Scot fleet captain with Lake Monona Sailing Club, Madison, Wisconsin, Fleet 68. You can reach him at [mark@upcdisplays.com](mailto:mark@upcdisplays.com) with any questions or comments about things he did right [or wrong!].) ▲*





# Why the Flying Scot Class is STRONG

by Frank Gerry, FS 5015

**T**here are many defining elements of a successful one-design sailing class that everyone should be able to relate to; some are very obvious, some are quite subtle. When you order a replacement part for your boat with overnight delivery guaranteed so you can make the next regatta, or when you want to get some advice on how to raise your mast single-handed so you can navigate a long coast-



al waterway cruise, or ultimately if you order a new high-quality sailboat, there is no more reliable place to turn to than our very competent, customer-friendly boat builder – Flying Scot, Inc.

The Flying Scot class has a very unique thing going that may not be fully appreciated by all the existing membership. This was never more evident than at a recent event we had the privilege of attending at Delavan Lake Yacht Club, in Delavan, Wisconsin. All this started with Harry and Karen Carpenter personally delivering a new Flying Scot to first-time owners Chuck and Linda Hollman. The Carpenters then made the generous offer to stay at our club for another two or three hours to conduct a top-notch boat setup and tuning seminar. Since this was held on a Saturday in late April, the seminar gave us a unique opportunity to get some preseason rigging and boat handling advice from the experts before our season started.

Harry and Karen put on a very informative seminar designed to appeal to the new sailor, as well as the seasoned regatta traveler. We reviewed boat assembly, mast raising, rigging set points, sail trim, boat handling, bottom preparation, crew positioning, and proper crew and skipper movements. Members of the Midwest district, including Delavan, Wilmette, Menona, and Lake Clinton, spent most of two hours surrounding the new Scot, listening, asking questions, and taking notes.

Stop and think about it for a minute. Where else are you going to find a vibrant one-design sailboat class, with a builder who has time to deliver a boat personally to a new owner 800 miles away, help them learn to set up and launch their new yacht, and then conduct a go-fast tuning session for everyone? Taking this further, Harry and Karen head a top-rate, family-run Flying Scot manufacturing business, are multiple-time North American Championship winners, and -best of all- are really nice people to know. Other classes are not this fortunate. Not even close! ▲



# Midwest Districts at Lake Carlyle

by Betty Struckhoff, FS 5430

**W**eekend regattas are all about seeing old friends and making new ones. It's watching families grow. It's about hosts and guests pitching in to make light work of a wonderful celebration.

The 2008 Midwest Districts was all of these and more.

Scot sailors from five states converged on Lake Carlyle May 30 and 31 and June 1 for great winds, competitive sailing, and lots of fun. After we ate our brats and drank some beer on Friday evening, Fleet 83 captain Jim Harris checked that all boats were securely tied down. Sure enough, the predicted 50- to 60-mph gusts came through around 10 p.m., and every boat stayed in its spot.

Saturday morning, 21 boats crossed the starting line in a brisk breeze for the first of three races that day. Larry Klick and Kurt Holmquist (#5150) got the bullet, with Frank and Marianne Gerry (#5015) on their heels. For the back-to-back afternoon races, Ryan Malmgren and Carrie Carpenter (#5622) hit their stride and captured two firsts. The end of the day saw Gerry, Malmgren, and Klick all separated by four points.

The great turnout and close competition made for lively conversation as we drank wine and ate appetizers on the shore until a shower drove us indoors. (It's almost Camelot – the rain came just a bit before sundown.)

We in Fleet 83 have long joked that we need to recruit an orthopedic surgeon and a cardiologist. We haven't succeeded in filling those vacancies yet, but, more importantly, we do have a professional chef. For our Saturday dinner we feasted on herbed chicken, roasted vegetables, succulent flank steak, Israeli couscous, and lots of trimmings prepared by our own Greg and Melissa Ziegenfuss (#2097).

Sunday morning dawned with light winds, and we drifted a long way to the racecourse. Our expert race committee eked a shortened race out of the elements, again won by Ryan and Carrie. Watch out for them at Tom's River!

The final standings: Malmgren first, Klick second, and Gerry third. Fleet 83 won the trophy for the highest three boats in a fleet. Larry Klick won the district's Ancient Mariner award.

This year our district winners also get their names inscribed on the Egyptian Cup. The cup goes back to 1959. It originated at Crab Orchard Lake Sailing Club near Carbondale, Illinois, as a multi-class regatta and has moved to Lake Carlyle as an annual Flying Scot regatta, this year sailed in conjunction with the Midwest Districts.



Mike and Sam Bibb of Carlyle Sailing Assoc. hoist their new chute, compliments of Grandpa Joe Gerrity.





Carrie Carpenter, Deep Creek, MD, and Ryan Malmgren, Madison, WI celebrate first place



Larry Klick and Kurt Holmquist haul off their second place gear to the Minneapolis area



Jim Harris awards third place trophies to Frank and Marianne Gerry from Lake Delavan

**HIGHLIGHTS FROM OUR PARTY:**

- **Best Family Boat –**  
#4545, crewed by three generations of former Thistle and now Flying Scot sailors – Bob Lischer, Bob Lischer, and Bob Lischer!
- **Proudest Grandpa –**  
Joe Gerrity, watching Mike and Sam Bibb (#3474) launch their new spinnaker, complete with a shamrock.
- **Proudest Dad –**  
Tim Stombaugh, taking 7-year-old Nate and almost-2-year-old Andy to St. Louis’ railroad museum while Mom, Susie, crewed for Bill Vogler (#5182).
- **Best Person to Feed a Crowd –**  
Dolores Swan, who makes it look so easy, and lets hubby, Pat, go sailing.
- **Best Race Committee within 500 Miles –**  
Ted Beier and his crew, who gave us four great races.
- **New Fleet Members to Watch at CSA –**  
Neophytes Shirley Bild and Chris Beutler (#4520) seemed well settled in the back of the pack until the final race, when they finished 10th. That oughta keep ‘em coming back. Mike Pitzer and Jim Peters (#5300) will be the ones to watch, once the lawyer and the engineer learn to communicate!
- **Most Gracious Guest –**  
Marianne Gerry, who spent Friday afternoon helping the author pull weeds from our club’s wildflower bed. Granted, it was too windy to sail, but she even had her weeder at the ready in her van.
- **Newest Fleet 83 Members –**  
Mike Hartman and son Chris, who brought their boat (#5670) down from Champaign, Illinois, and promise to join us for Sunday racing.

One of our guests thanked me and noted what a big job it is to put on a regatta. Yes, it is a job, but when more than 25 very capable club members

come together to share the load, it makes for much more fun than work. Thanks, everyone, for joining us. Come back again! 🚤

2008 MIDWEST DISTRICTS Results								
Pl	Sail	Crew	From	1	2	3	4	Total
1	5622	Ryan Malmgren & Carrie Carpenter	44 Madison WI	8	1	1	1	11
2	5150	Larry Klick & Kurt Holmquist	140 Plymouth MN	1	4	7	2	14
3	5015	Frank Gerry & Marianne Gerry	114 Sugar Grove IL	2	2	4	8	16
4	5182	Bill Vogler & Susie Stombaugh	83 CSA	3	7	8	5	23
5	5551	Chris Wright & Jon Wright	3 Wilmette IL	10	6	6	3	25
6	4821	Mark Van Egeren & Mike Van Egeren	68 Madison WI	6	9	3	11	29
7	5698	Jay Lott & Cash Goettelman	44 Saukville WI	5	3	2	22\DNS	32
8	4300	Mike Sullivan & JoeAnn Sullivan	83 CSA	4	11	18	6	39
9	5638	Felicia Bamer & Jan Wilson	83 CSA	12	13	9	7	41
10	3683	Ben Williams & Don Johnson	135 Urbana IL	19	5	5	13	42
11	5430	Jim Harris & Betty Struckhoff	83 CSA	9	12	12	9	42
12	4545	Bob Lischer, Bob Lischer & Bob Lischer	MO & KS	15	14	14	4	47
13	5670	Mike Hartman & Chris Hartman	135 Urbana IL	7	8	13	22\DNS	50
14	4328	David Sebald & Aric Riley	68 Madison WI	11	15	10	14	50
15	3474	Mike Bibb & Sam Bibb	83 CSA	13	10	15	12	50
16	3927	Emilio Tellini & Sue Tellini	83 CSA	14	16	11	15	56
17	4520	Shirley Bild & Chris Beutler	83 CSA	18	19	19	10	66
18	5270	Bill Clark & Carol Clark	83 CSA	17	17	16	19	69
19	4786	Tom Baker & Pat Swan	83 CSA	21	18	17	17	73
20	3204	Stephen Grossman & Kevin Harvey	3 Deerfield IL	16	22\DNF	22\DNC	16	76
21	5300	Mike Pitzer & Jim Peters	83 CSA	20	20	22\DNF	18	80

Scores by: Felicia Bamer



# Team *Suzie Q* at the Midwestern District Championship/ Egyptian Cup

by Ben Williams, FS 3683, *SuzieQ*

**C**linton Lake Sailing Association Flying Scot sailors Ben Williams and Don Johnson traveled to Carlyle Sailing Association for the combined Midwestern District Championship and Egyptian Cup May 31 & June 1. They sailed on Ben's boat, *Suzie Q* (Flying Scot 3683). The story below was contributed by Ben Williams. The photos were taken by Ben's son Doug Williams.

The Midwestern District Championship

drew a very competitive fleet of 22 boats to Carlyle Sailing Association. Don and I (together referred to as "Team Suzie Q" below) started the regatta in nonstandard fashion. Through circumstances that Team Suzie Q has decided to politely keep to ourselves, we arrived at CSA at 10 a.m., only to find the whole fleet already on the water and sailing toward the starting area several miles from the club. It turned out that the start was scheduled for 10:30 a.m.! So we opted for the best Le Mans

start that we could manage. We rigged and launched the boat in 15 minutes (a personal record for all involved) and then sailed to the starting line. While we were still at least 5 minutes from the line, we watched (with some distress) as the entire fleet lined up and executed a beautiful start in a 10- to 12-mph breeze. When we finally crossed the starting line, the rest of the fleet was halfway to the windward mark. We kept in phase with the shifts, and by the end of the race we had passed several boats, finishing





19th out of 22. This was not an auspicious start to a regatta with no throw-out races, but the day was beautiful and the wind was perfect for racing, so life was good.

After a lunch break, the second race started at 2:30. This time we actually started with the fleet, and things went a bit better. We managed a good first-row start near the middle of the line and were able to stay in phase with the shifts on the first leg. We probably rounded the weather mark in 7th place or so. We held our own downwind, and we picked up a few more boats on subsequent weather legs. We crossed the finish line 5th out of 22.

Before the third race, we looked up the course and decided that there was more pressure to the right. It was also clear from our compass readings that the wind was gradually veering. We decided to start near the weather end of the line and then protect the right side on the first beat. We fought hard and started cleanly near the boat end. You can see Suzie Q's beautiful blue bow poking out just ahead in Doug's picture (to

the right), taken seconds after the start from a position a few hundred yards upwind of the pin. This was an aggressive fleet, and at least five boats were called OCS further down the line. Don called the first shift perfectly, and we tacked to port and headed toward the right side of the course. After a few more tacks--perfectly in phase, thanks to Don's compass work--we took the lead! Ryan Malmgren (a sail maker who won the regatta overall), sailing with Carrie Carpenter (daughter of Flying Scot builder Harry Carpenter), managed to just get by us, so we rounded the weather mark in 2nd place, just two or three boat lengths back. We held this position (having some back-and-forth battles with Jay Lott, who rounded 3rd at the first mark) until the very last rounding, when one boat behind (Mark and Mike Van Egeren of the mighty Team Snout Dog, from Madison) gained a last-second overlap, and we had to give them room. We (Ben) handled this rounding badly and ended up letting three very fast boats slip by us (Snout Dog, Jay Lott

and Cash Goettelman in Reindeer II, and Frank and Marianne Gerry in Helga). After a short final windward leg, we finished 5th overall. Despite the problem at the last rounding, Team Susie Q was feeling very good about our boat speed, pointing, and tactical calls. With consecutive 5th-place finishes, we had worked our way back up from 19th to 9th overall.

Sunday's one and only race was started in 5-mph winds but then rapidly became a drifter. Before the start, Team Suzie Q correctly called the left side of the course as favored, but after a so-so start, we failed to implement our game plan. We then paid dearly for this mistake. We had a forgettable race; honestly, I don't remember exactly where we finished, although it was in the back half of the fleet.

In the end, we were 10th out of 22 overall, which was not too bad considering the 19 points that we collected in the first race. On shore, Ryan Malmgren paid Team Suzie Q a very nice compliment on our sailing in the third race (we had kept the

*Continued On Next Page*

pressure on Ryan for all but the last leg):  
“I couldn’t shake you guys off! You really  
had that boat going fast and pointing high.”  
That was really fun for us to hear, especial-  
ly coming from a sailor of such high cali-  
ber (Ryan was 3rd in the 2007 Flying Scot  
North American Championships). ▲

use rest of photos  
here? 15 more...



# 2009 NAC

by Carol Claypool

**E**phraim Yacht Club (EYC) in Ephraim, Wisconsin, is hosting the Flying Scot North American Championship (NAC) in August 2009, and we invite all of our fellow Scot sailors and their non-sailing friends to come be a part of this event. Ephraim is located on a peninsula in northeastern Wisconsin that is called Door County. The Door County peninsula separates Green Bay from the main body of Lake Michigan, and Ephraim is located about halfway up the peninsula on the west, or "Green Bay," side. Ephraim sits on Eagle Harbor, and you can enjoy a beautiful view of the sunset over the water between Horseshoe Island and the bluff of Peninsula State Park.

The Door County peninsula is 75 miles long and about 15 miles wide at its widest point in the southern portion of the peninsula. The peninsula has 300 miles of shoreline, 10 historic lighthouses, and over 35 parks and nature preserves that give visitors a variety of options for beach trips, walking, hiking, bike riding, and boating.

Door County took its name from the straits between the tip of the peninsula and Washington Island that connect Green Bay to Lake Michigan and are locally called Death's Door. In the days when Native Americans were crossing this passage, it was dangerous because their canoes were small and frail and many were lost. This caused the Native Americans to call the passage the Door of Death. French voyageurs then translated the name as *Porte des Morts* ("The Door of the Dead") on their charts, and that name is still used today.

The county is made up of several small harborside communities, a few inland villages, and one island community (Washington Island), all of which have scenic vistas by day and lively yet intimate entertainment districts by night. The local communities have drawn comparisons to some of the small seaside villages in New England. Resorts, B&Bs, and Mom & Pop motels and cottages can be found in all of the communities, along with quaint shopping districts and restaurants that offer a variety of local and international cuisine. Most communities are a convenient 5- to 10-minute scenic drive from the next one.

The Door County peninsula is known for its artistic community and boasts over 100 art galleries, the Peninsula Players Theatre, the American Folklore Theater, Door Shakespeare, the Peninsula Music Festival, Birch Creek Music Performance Center, and Hands-on Art Studio, a local gallery that helps visitors create their own sculpture, pottery, paintings, metalwork, or glass pieces. Many visitors also enjoy spending the day touring the local wineries or hitting a few balls on one of the eleven 9-, 18-, and 36-hole golf courses. There are also several small historical museums that tell about the area's Scandinavian heritage and a maritime museum in Sturgeon Bay where you can learn about the several hundred shipwrecks along Door County's coastline in the 18th, 19th and early 20th century.

Ephraim Yacht Club is looking forward to being your host for the 2009 NAC. As soon as the dates are set, we will let you know those and more. So please stay tuned and plan to join us! ▲

use rest of photos  
here?

# Flying Scot Fleet 30 (inactive) at Crab Orchard Lake, Illinois

by W. Clark Ashby, Carbondale, Illinois

**T**hirty years ago, Fleet 30 had 22 Scots with an active racing and recreational program. The Crab Orchard Lake Sailing Club (COLSC) had weekly racing and the June Egyptian Cup Regatta. They sponsored Rebel, Hobie, and Scot district championships and other regattas. The Scot fleet had started with Jack and Lois Brown's FS 4 in 1957 and gradually built up to the largest fleet on the lake. Earlier leading fleets had been Lightnings, C Scows, and Rebels. By the 1980s it was a

Hobie lake, with a shrinking number of Scots (and Scots are scarcely seen there today).

There was a reason. In 1982 the U.S. Department of the Interior would not renew COLSC's lease and turned the sailing harbor over to a concessionaire. The facilities, built and well maintained for 25 years by COLSC, rapidly deteriorated so badly that the club ceased functioning. Boats moved to Carlyle Lake and elsewhere, were sold, etc.

In 1998 the Crab Orchard Lake Sailing Association was formed. The government had taken responsibility for the

harbor, torn down most of COLSC's former facilities, and begun replacing or restoring them.

Cabin boats and Hobies now predominate. Hobie sailors recently began shifting to MC Scows sailed single-handed, and they have formed a fleet. We bring FS 4 down from Carlyle for club regattas to show off a recognized good kind of boat and challenge a lone Lightning, 470, or Vanguard 15. I hope to see history repeat and Scots again take a strong position among who knows what other kinds of sailing craft may then be there. Time will tell. ▲

don't get even... ...get *MAD*



## 2007 FLYING SCOT RESULTS

- North American Championship, Championship Fleet (59 boats) - 3
- New England Districts - 2
- Ephraim Regatta (31 boats) - 1
- 58th Massapoag Regatta - 1
- Glow II Regatta - 1,2
- Fall 48 (28 boats) - 1
- Florida District Championship #3, Rudder Club (29 boats) - 1,3
- Saratoga Invitational Regatta (43 boats) - 1,2
- New England Regional Districts - 1

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## NOTICE OF RACE

### FLYING SCOT® ATLANTIC COAST CHAMPIONSHIP, AND CAPITOL DISTRICT CHAMPIONSHIP

SEPTEMBER 27 & 28, 2008 • HOSTED BY FLYING SCOT FLEET 42 • SELBY BAY SAILING CENTER

1. **Race Format:** Five races are scheduled for this regatta. Two Divisions are scheduled for the ACC, Championship and Challenger. There will be only one Division for the Capitol District Championship, which will start with the ACC Championship Division. If fewer than 5 boats elect the Challenger Division, all boats will race in one Division.

2. **Rules:** This regatta will be governed by rules in the current edition of the Racing Rules of Sailing (RRS) for a category A event.

3. **Eligibility:** This regatta is open to all Active, Life, Junior, Club, and Family Members of FSSA that meet the requirements per the FSSA Constitution, including Flying Scot ownership requirements. Current membership is required for all helmsmen.

Eligible participants that are members of Fleets within the Capitol District and elect to race in the ACC Championship Division will automatically be entered into the Capitol District Championship.

4. **Registration:** may be by mail using the form in appendix A, on the internet at [www.fs42.org](http://www.fs42.org), or in person at SBSC. Notice of Race and Sailing Instructions will be available at the completion of registration at the regatta site, where pre-registered participants shall check-in at the registration desk. Skippers shall elect the Championship or Challenger Division for racing, at the time of registration.

5. **Fee:** The fee for the regatta is \$45.00 per boat.

6. **Schedule:**

<b>Sept. 26</b> 1800	SBSC Open for Boat Parking, Registration, BBQ Burgers and Dogs
<b>Sept. 27</b> 0830	Registration
1000	Competitors Meeting, Registration Deadline
1030	RC Departs for Racecourse
1200	First Warning Signal for Races 1-3
Post Race	Hors d'Oeuvres and Party at SBSC, Skipper Discussion
<b>Sept. 28</b> 0930	RC Departs for Racecourse
1030	Warning Signal for Races 4-5
Post Race	Awards Ceremony at SBSC

7. **Racing Area and Courses:** The race area shall be the Chesapeake Bay or South River and the courses to be sailed will be Windward-Leeward or Triangle Windward-Leeward as described in the Sailing Instructions and pages 117-119 of the RRS.

8. **Measurement:** Boats and sails must conform to the Official Plan. Each boat must carry equipment required by FSSA By-Law Article S-V.2 Restrictions, and US Coast Guard requirements.

9. **Radio Communication:** Boats shall not use VHF radios when racing, except for emergencies.

10. **Scoring:** The low-point scoring system of RRS Appendix A2 will be used, except that there will be no throw-outs. Five races are scheduled, of which one must be completed to constitute a series. If there is not a Challenger Division, Mid-Fleet finishers will be scored as follows:

- Skipper and crew must start all races held to qualify for Mid-Finish awards.
- The top Mid-Finish positions will be given to the skipper and crew of the boat that finishes in the place that equals the total number of entrants divided by two and rounded up. Second finish position will be awarded to the boat finishing after the Mid-Finish boat and third to the boat finishing next.

11. **Prizes:** Prizes will be awarded to skipper and crew of the top 5 boats in the Championship Division, and to the top 3 boats in the Challenger Division for the ACC. If there is not a Challenger Division, the prizes intended for the Challenger Division will be converted into prizes for Mid Fleet awards. Prizes will be awarded to skipper and crew of the top 3 boats qualifying for the Capitol District Championship.

12. **Boat Parking:** Boats, trailers and vehicles, shall be parked per instructions in appendix C.

13. **Lodging and Activities:** A list of nearby lodging accommodations, plus activities and restaurants in Annapolis can be found in appendix B.

14. **Contact information:** Regatta Chair – Jason Hair, 202-674-2610, [hairsplitter@hotmail.com](mailto:hairsplitter@hotmail.com) Charter Chair – David Neff, 410-798-4146, [david@selbybay.com](mailto:david@selbybay.com)

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## Bill and Eileen Ewing Win 17th Flying Scot Full Moon Regatta and Greater NY District Championship

by Art Petrosemolo

**R**ed Bank, NJ, June 8, 2008 – Bill and Eileen Ewing gave the 17th Full Moon Regatta fleet sailing lessons June 7 and 8 – with three firsts and two seconds, for seven points (with a throw-out) in five races – dominating a fleet of 16 boats at the Monmouth Boat Club, Red Bank, NJ, and capturing top honors in the 17th Full Moon Regatta.

The win was the couple's tenth in the history of the regatta they started at MBC in 1992. The regatta served as a double event in 2008, with the winner also securing the Greater New York District Flying Scot championship. It was the first time the Ewings had won the district event.

Finishing in the runner-up spot at the regatta was Cedar Point Yacht Club's (Westport, Connecticut) John Cook, sailing with Robin Hoffman. Cook had one

win, two seconds, and three thirds in the two-day event.

MBC's John Luard, with crew Toni Gahn, finished third in the regatta with 13 points (three seconds, a third, and a fourth). Toms River Yacht Club's Joe Thorpe, sailing with his son Kevin, finished fourth with 23 points. The 2006 and 2007 Full Moon champion, Dan Neff, with wife Christine as crew, was fifth with 25 points.

The regatta was sailed in light and variable winds of 3 to 8 mph with a slight Navesink chop and frequent dead spots that didn't surprise anyone. A late-spring heat wave brought temperatures in the 90s both days.

At the awards ceremony, Cook, Cedar Point's Flying Scot champion, described the Ewings as a "watermelon seed." "Just when you think you have them where you

want them," Cook said, "they slip away." Cook was describing the regatta's final race, when Bill and Eileen won their third of six races and the championship by coming from seventh position in the last two legs of the windward/leeward course set by MBC PRO Sandy Huntsman.

For the Ewings, the 2008 win was especially sweet. They had dominated the Full Moon Regatta in the mid-1990s, and they won the 2004 and 2005 events. After a competitive sailing layoff of several months, the Ewings got back into regular MBC spring series action in a big way in late May, showing their crafty skills while tuning their boat (#5246) and sharpening their tactics. They were not, however, expected to challenge for the 2008 title, but--registering a win in race one on Saturday morning--they put the fleet on notice that "they were really back." ▲



# “In the Air” Flying Once again!

by Bonny Smith, FS 381, Flt. 187

**I**t was November of 2001 when I was first introduced to the wonderful world of sailing. My boss wanted me to type a notice for the bulletin board to sell his 15' Lockley-Newport Surprise. I thought that my sons, at that time 20 and 16, would enjoy the sport of sailing. Well, I was wrong. My husband really didn't think he would enjoy this sport either so, I was on my own.

We saw an ad in the local newspaper for an open house at Quannapowitt Yacht Club located in Wakefield, MA. I grew up watching the beautiful sailboats on this lake but never ever imagined that one day I would be out there. I took the Adult Sailing lessons and from the first day, I was hooked. Ed Wilkins, my wonderful instructor was so supportive and made learning how to sail an absolute treat. While out sailing with Ed, he always

talked about wanting to own a Flying Scot. I, being new to the sailing world, had no idea what he was talking about. I always hoped his wish would be granted.

In 2003, my husband found me an O'Day Daysailer I, which needed quite a bit of work. Having my wonderful little 15' Surprise to sail, we could work on the DS in our spare time. This was the best of both worlds! With a tremendous amount of help from my husband Doug, we refurbished DSI 2077 into a wonderful “next step” boat for me. During 2004-2005 I sailed DS 2077 with glee.

However, one day in 2004 Ed had told me that he in fact, found and bought his Flying Scot. Ed, while reading electrical meters at the Hawthorne Marina located in Salem, MA spotted FS381 “buried” in the boat yard. Imagine Ed's excitement when he learned from Russell the boat yard manager, that this boat was going to be

auctioned off. Ed attended the auction and outbid 2 other people for his dream boat (no sails) for a whopping \$650! Ed brought the boat home and went right to work removing all the hardware, sanding and patching all the imperfections in its very solid (not abysmal) hull. Carefully storing all the parts in cigar boxes (Ed loves his cigars); he worked on the boat for months.

However, in the spring of 2005 Ed's leisure time interests had taken different routes. He was now into cycling, kayaking and scuba diving. His interest in FS381 had waned. He approached me to see if I would be interested in purchasing the boat. He knew of my passion for sailing and of the work we had put into the DSI. He had a couple of other people interested in her but he really wanted me to have her. He knew we would take good care of her. So in May of 2005 my husband and I, sight unseen, drove to Ed's house and pulled home my beautifully faded green deck and patched yellow hull; FS381. I had no idea of the place of the hardware on the hull. As I mentioned earlier, all of it was given to us in various cigar boxes. But determined to bring back FS381 became my obsession. I was able to purchase a used suit of sails from a wonderful man, Louis Rodencal of Plano, TX. Boy, working full-time really gets in the way of the “fun stuff”. But, I started working on it in the Summer of 2006. My exuberance almost came to a screeching halt when almost asphyxiated myself painting the deck on a hot summer day under the tarp. After only getting one coat of paint (Interlux®) the deck painted that year, I had to cover her for the winter and roll her under the canopy. It was a tough winter for us here in NE and during a heavy snowstorm I heard the canopy collapse under the weight of the snow. I didn't dare look! As luck would have it, the canopy did not come crashing down,



rather it just slowly collapsed and didn't damage the boat at all. Whewwww!

Being a kind of history buff, I was curious as to my boat's "roots". I placed a post on the FS Forum and lo and behold, I heard from Harold Mullen of New Fairfield, CT stating that he owned FS381 from 1971-1981. He was surprised at my post because he said that he had stripped and junked this boat in 1981 in Connecticut because hull was in "abysmal" shape. I contacted him and assured him that someone must have saved it from the landfill brought it back to life only to have it end up "buried" at a boatyard in Salem, MA. I have since sent him pictures of her and he was so please to know that she was back bringing enjoyment to yet another sailor. He said that he had FS3681 made to replace FS381.

I was trying to keep the secret from my sailing buddies that I had the boat because I knew how much work it would be to bring

I love this boat!  
She was meant  
to be MINE!

it back and I wanted to take my time and do it right without having to constantly answer the question, "So, how's the Scot coming?" But word did get out and my friend, Eric (FS4224), kept asking me, "So, how's the Scot coming?" I didn't really mind; I knew he was excited for me so I had to get back to work on her.

In the Spring of 2007, I had the awesome opportunity to sail with my friend, Brian, who had just purchased a brand new 50th Anniversary Flying Scot (FS5734). I thought to myself, again, what am I waiting for? I got back to work and with the help of the FS Forum and the wonderful illustrations I found on the Internet I was able to properly position the removed hardware. I painted the topsides with white Interlux® enamel with a red waterline and navy blue anti-fouling paint on the bottom. After painting the bottom with the anti-fouling paint, we flipped the boat upright.

Disaster....somehow the anti-fouling paint had separated and a blueish-clear substance had streaked the whole beautifully painted starboard side (remember the boat was on its side). Ughhhhhh! I had to repaint that side once again. I purchased the stripes and Flying Scot logo from the FS Store. I was able to finish and launch my beautifully restored FS381, "In the Air" on July 21, 2007. I invited my friend, sailing coach and former owner of FS381, Ed, to come down to the lake to see "our" boat for the first time and he was speechless. What a sense of accomplishment it was to have resurrected this wonderful old boat and to

put her back out on the water, doing what she was built to do....FLY IN THE AIR!

I love this boat! She was meant to be MINE! It's so very stable and I can single-handle her with great ease. I am looking forward to sailing her on our beautiful Lake Quannapowitt this year and for many years to come.

I would like to thank my husband, Doug, and my two sons, Blain and Dean, for their help and support (whenever I needed muscles) in "Mom's" passion for sailing. Doug helps me launch her in April and then salutes me and always says, "See ya in October!" 🚩





# Our First Trip to Sail the FS Midwinters

by Diane Kampf, FS 5157, New England District Governor

**J**ust eight weeks after breaking my foot and thinking we would not be able to sail in the Flying Scot Midwinters for the second year in a row, I set out with Greg for the 1500-mile road trip from sunny and cool Linwood, Massachusetts, to sunny and warm St. Petersburg, Florida. Before we could leave, we had to get the Flying Scot out from under its winter cover and prepare for the trip. The centerboard had been repaired over the winter and we had to keep it perfect, so the preparation included getting the centerboard into the boat when the boat is out of the water. We do have a hoist in our driveway (doesn't everybody?) and Greg put together several contraptions to make this all happen, so we managed to get the centerboard in place in the boat without a scratch!

MARCH 21 - We left home on Friday, March 21, a bright sunny day with 30° F

on the thermometer, ice on the driveway, and gusty winds you might not want to sail in. We drove into Connecticut and, about two hours into the trip, I got email from a coworker asking how we were doing pulling the boat with all the wind. Just about then, Greg pulled over and told me we had a problem. Well, the boat was not strapped down to the trailer, but no harm, no foul—the boat was still ON the trailer and was now strapped down. We managed to get through New York, New Jersey, Delaware, and Maryland and finally settled down in Fredericksburg, Virginia, for the night. It was 56° there; we thought it was pretty warm when we went to dinner without our jackets.

MARCH 22 - We had a nice buffet breakfast on Saturday morning at the hotel and then left on another beautiful, sunny day, this time 45°. By the time we got to North Carolina it was 60°, and we thought we

were in heaven. We stopped at just one tourist trap, South of the Border, where we just had to get a few souvenirs. By the time we left there, it was 70°. Driving through South Carolina, it got to 77°, and in Georgia we finally saw 80°. We stopped in Jacksonville, Florida, for the night. By now we had gotten five tanks of gas for a total of \$320, with prices from \$3.02 per gallon in New Jersey to \$3.41 per gallon in North Carolina. Yikes. If we could have figured out a way to get the boat down there, it would have been cheaper to fly!

MARCH 23 - On Sunday, we left for St. Petersburg with 77° on the thermometer! We saw lots of rowing skulls but only one other Flying Scot on the way, a black hull with the name "Ghost." We pulled into the St. Petersburg Sailing Center (SPSC) at 1:00 PM. We got the boat set up and dropped it off and caught up with lots of friends and met some new people, as well. We found



**CHAMPIONSHIP DIVISION WINNERS**  
Marc and Marcus Eagan



**CHALLENGER DIVISION WINNERS**  
Greg and Diane Kampf



our hotel and dropped off our stuff, and I got ready for the FSSA executive committee meeting at 3:00 at the St. Petersburg Yacht Club (SPYC). After the meeting, we went to the Cheeseburger in Paradise barbecue at the Tiki Hut at SPYC, sponsored by FSSA, Cedar Point Yacht Club's Fleet 177, our home Fleet 76 from Massapoag Yacht Club, Flying Scot, Inc., Schurr Sails, and North Sails. It was great catching up with everyone and talking about the long winter and the great weather we were expecting for the week. And Coral Reef Apparel was there with more great Flying Scot logo apparel and other deals on sailing duds – and, oh, yeah, they bought the keg of beer, too.

MARCH 24 - On Monday, we had the FSSA board of governors meeting at 8:00 AM at SPYC – no rest for the weary. At 9:30, Greg Fisher and others kicked off the much-anticipated Top Gun School at SPSC. The class was very well received, and most of the 34 Championship and 29 Challenger Division skippers and crew were ready to go out and challenge each other in the waters of Tampa Bay. We set out in 65° and mostly sunny with 22- to 25-knot north winds. The chop and the conditions on the way out to the course were enough to scare off most sane people, but we made our way out and finally made it to the committee boat. We were dressed for the conditions so we were never cold, and getting wet was no issue since we were properly attired. But I don't think I have ever had as much salt in my mouth or in my hair without going swimming – and we had not even started to race yet. I wondered if we ought to go in – or stay out and hope for a cancellation.

Our super PRO, Tom Farquhar, and crew set a W5 course, and after the Championship Division was well on its way up the windward leg, we got our start. All the way upwind I was sure we were going to die, but Greg continued to assure me that we were under control. It was our first time sailing in the Midwinters, and it was living up to its reputation for having heavy winds – I had had no idea it would be this hard. Five boats went over and one was dismasted after an encounter with the bowsprit on the committee boat. One boat even got an extra crew, a large fish that came over the deck with one of the many waves. We flew the spinnaker—what a rush!—and bailed the boat the whole time. Greg managed to break his bailing bucket, leaving me to finish the task. On

1st Vice President Charles Buffington, President Barbara Griffin and her husband Don enjoy the Awards Ceremony.



the second downwind, we saw a shortened course flag on the committee boat, but we did not know who it was for, and the committee boat appeared to be under way. We saw our buddies, Hank Sykes and Randy Williams, who had been dismasted, so we headed over to make sure they were okay. Once we were sure they were in the boat and were being taken care of, we headed upwind for the last leg. We found out later that the shortened course was for us and that we had already finished the race when we went through the gates downwind. Seven or eight other Challenger Division boats also made the extra trek upwind—just what we all needed in those conditions. But we were pretty pleased to have completed the entire race and even more pleased to find out that we were 8th out of 29 boats on Day 1. Luckily, Hank and Randy had also completed the race before their mishap and were in 6th place. We missed the Top Gun School as we worked with Hank (who had gotten some parts from Harry Carpenter) to get Hank's boat ready for the next day. We went out for a nice dinner with Hank and Randy at the Bonefish Grill, where we saw Harry and lots of others having dinner, as well. We got back to the hotel early enough to get the good night's sleep that we would need for the next day.

MARCH 25 - At the Top Gun School on Tuesday, a gentleman from the Chamber of Commerce reported that it was a great day for sailing, a nice 10- to 12-knot wind, but that's not what had been reported on the weather Web sites. So we set out in full foul weather gear, knowing it was probably over 10 but hoping for a little less wind than

Greg Fisher leading Top Gun School



Monday, and we got our wish—another north wind about 15 to 18 knots with lighter winds in the second race. It was in the mid 70s and sunny. On the way out to the race course, we weren't sure it was really any easier than the previous day, but we were feeling a bit more confident that we could handle it. A couple more W5 courses, and we managed a 3rd and 8th place that day and found that we had moved up to 6th place at that point. We felt great about that and wondered if it could get any better. We had a wonderful dinner at the St. Petersburg Yacht Club and headed back to the hotel for another good night's sleep. As battered and bruised as I felt, I could not wait to go out the next day.

MARCH 26 - We learned some more

*Continued On Page 29*

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

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

## Spinnaker Pole...

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

## Tapered Aluminum Spinnaker Pole...

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

## Flying Scot® Embroidered Shirts & Caps...

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## Motor Bracket...

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

## Bow Flotation Bag Kit...

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

## Web Lifting Bridle...

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

## Jiffy Reefing Kit...

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

## Trailex Aluminum Trailer...

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



## Aquameter Sailor II Compass & Mount...

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

## Plastimo Contest Tactical Compass & Mount...

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



## Tacktick Micro Compass & Mount...

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



## Stainless Steel Mast Sleeve...

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



## Rudder Lift System...

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



## Swim Ladder...

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



## Mainsail Flotation...

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Day one of racing with one capsize - really illustrates the kind of day it was.

tactics and local knowledge from folks at the Top Gun School on Wednesday and then set out in 10- to 12-knot winds on a beautiful and sunny 80° day. The winds were from the north shifting to northwest, and we had a couple more W5 courses. We wore shorts and spring jackets, and the foul weather gear was stowed. In the first race, Greg and I looked around and thought things looked freshest on the right side of the course, so while most boats went left, we went right. It became pretty clear that we were on our own and there was not another boat anywhere near us. Was this a good or a bad sign? Well, as we sailed the first windward leg, neither Greg nor I wanted to say anything, but both of us were thinking that there were no boats in front of us or anyone very close behind us. A few boats started to come to the right side, but we rounded the windward mark first and were afraid to look back. We stayed left downwind and got even further ahead. We continued this same pattern of right side upwind, left side downwind, and right side upwind to finish the race. As we crossed the finish line in 1st place, Greg Fisher yelled to us, "Nice horizon job," and we were feeling pretty pleased. The next race we decided to stick with the right side and found that the wind had died down a bit. Even with that, we managed to finish 9th in the race.

When we returned to shore, I went inside the building and looked at the results. I thought we could have moved up a place with a 1st and 9th, so I looked around 4th and 5th place and did not see our names. I figured we must have been

OCS or DSQ for some reason, so I looked down the list for our names and, when I could not find us, I thought there was some mistake and they had deleted us! So I looked again, starting at the top, and my eyes almost popped out of my head when I saw our names in 1st place overall—I never could have imagined that. I reported our good fortune to Greg, and we congratulated each other for such a nice surprise. We attended the Top Gun School again, and Greg was asked to talk about his success that day. And we were lucky enough to have another nice dinner with Hank and Randy at the Olive Garden, where we just laughed and told stories half the night.

MARCH 27 - Well, we could not have a more different day from the rest of the week. It was well over 80° with almost no wind; during the Top Gun School, the postpone flag was raised and we figured we might not be going out. Lo and behold, the postpone flag was down and we set out in 4- to 5-knot winds shifting from east to northeast. We started a W3 course, and part of the way up the first leg, I just could not find the windward mark. We were doing pretty well and were ahead of most boats, but I thought we must be going the wrong way, since there was no windward mark. The wind was dying and we were all drifting and wondering if there would be a short-en course flag in our future. When one of the race committee boats approached us, I finally found out why I could not see the mark - it had been removed and the race had been abandoned. As we sat in our boat and had a really nice picnic lunch, we

listened to the race committee talk about their findings; they continued to hope for the sea breeze to fill in, but it never did. We realized that we had actually won the Challenger Division, and we still could not believe it. We were eventually towed in, and in front of us on our tow line were last year's Challenger Division winners, Rick and Brooke Banning, who recognized us as this year's winners. We traded stories and mutual feelings about winning our division and having to sail with the Championship Division after this.

We attended the awards dinner that night and were entertained by stories that FSSA President Barbara Griffin shared. Special gifts from North Sails were given out for various "accomplishments," including the capsizes, the dismastings, the fish in the boat, the youngest crew on board (David Osler's 5-year-old grandson, Justin), the trailer that ended up on the bottom of the bay, and the furthest distance driven to the regatta. Then we were honored to be recognized along with our other Challenger Division winners and the Championship Division winners. And Greg Fisher was aptly named as the winner of the Allan M. Douglas Sportsmanship Award, voted on by all the participants at the event. When people asked us what we were doing after winning the regatta, we responded, "We're going to Disney World," and so we did.

MARCH 28-30 - On Friday, it was off to Disney World for a whirlwind one-day trip to one of our favorite places. It was another beautiful, sunny 85° day. We managed to get to three of the four Disney parks in one day—Hollywood Studios, EPCOT Center, and Magic Kingdom—before leaving to head home. The day really topped off an already fabulous trip. We stopped in Deltona, Florida, on Friday, then drove all day Saturday and stopped in Petersburg, Virginia, for the night. We woke up Sunday to the only rain we saw for the whole week. It rained for about an hour after we left, then the sun came out for the rest of the day. After using up about \$650 in gas for the round trip, we made it home about 6:00 PM and visited with our daughter and son-in-law and our grandchildren. It was good to be home, but it was a trip we will not soon forget.

Will we do it again? Absolutely! We thoroughly enjoyed the experience and hope our schedules at work can accommodate this. Bring on Midwinters 2009 and we expect to be humbled by the real "Top Guns" in the Championship Division. ▲

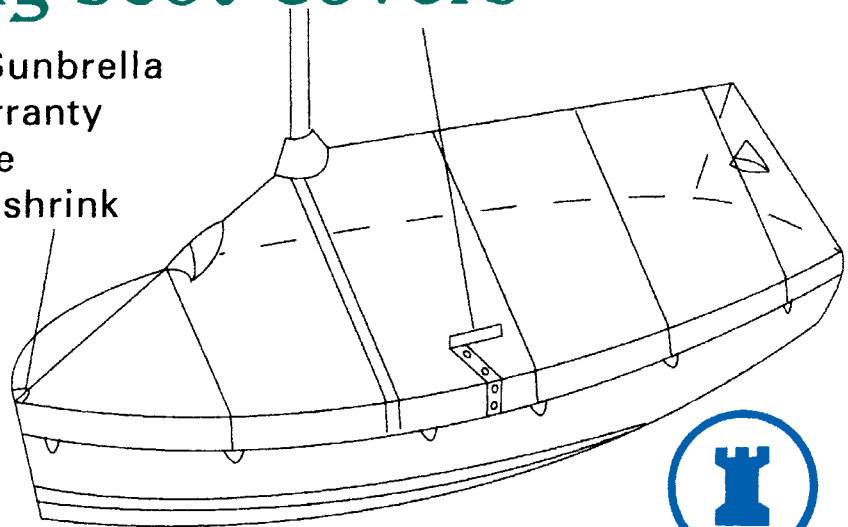


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### FS 5803/Fleet:0

Stewart Early  
2277 Main St.  
Bethlehem, PA 18017

### FS 1143/Fleet: 0

Gary Estremsky  
227 Edgewater Drive  
Edgewater, MD 21037

### FS 2765/Fleet: 0

Matthew Garvey  
5701 Rockspring Rd  
Baltimore, MD 21209

### FS 5209/Fleet: 0

Patrick McCormick  
236 Hilldale Rd  
Villanova, PA 19085

## FS 3590/Fleet: 0

Christian Ramsburg  
330 Leaping Fox Lane  
Charlottesville, VA 22902

## FS 4830/Fleet: 0

Ron Thompson  
209 Kinnakeet Run  
Yorktown, VA 23693

## Carolinas District

### FS 4216/Fleet: 48

Neil Eisner  
1341 Coppergate Trail  
Burlington, NC 27215

### FS 4709/Fleet: 0

Robert Lookwood  
317 Walt Rauch Rd.  
Chapin, SC 29036

### FS 2847/Fleet: 0

Kevin Meechan  
49 Cheshire Drive  
Black Mountain, NC 28711

## Florida District

### FS 5126/Fleet: 0

Robert Panico  
1098 Egret Circle North  
Jupiter, FL 33458

### FS 5257/Fleet: 0

Bill Yarbrough  
1 Roma Court  
Palm Coast, FL 32137

## Greater NY District

### FS 4787/Fleet: 0

Tom & Sue Davison  
42 Hamilton St  
Sayville, NY 11782

### FS 2405/Fleet: 0

Deborah Joffray  
57 Highland View Dr  
Somers, CT 06071-1557

## Gulf District

### FS 1296/Fleet: 0

Burton Ridge  
600 Northridge Trace  
Albertville, AL 35951

## Michigan-Ontario District

### FS 5506/Fleet:0

Steven E. Ervin  
8020 Hollopeter Rd  
Leo, IN 46765

## New England District

### Fleet:0

Hein Smit Sibinga  
19 Everett Ave  
Norwood, MA 02062

## Ohio District

### FS 5400/Fleet:0

Tom Scannell  
111 Driftwood Dr.  
McMurray, PA 15317

## FS 918/Fleet: 0

David L. Schroeder  
4124 Verner Ct  
Murrysville, PA 15668

## Prairie District

### FS 5448/Fleet: 0

Roderick Kennedy  
2421 Dietz Farm Rd. NW  
Albuquerque, NM 87107

## Texas District

### FS 5337/Fleet: 0

Sharon Russell  
8327 San Fernando Way  
Dallas, TX 75218

# STARTING LINE Calendar Of Monthly Events

## Fleet 103 69th Annual Regatta

Fishing Bay Yacht Club -  
Deltaville, VA

August 9 and 10, 2008

For info: www.fbyc.net , or  
Mike Miller at 804-230-4985,  
michael.miller@dcr.virginia.gov

## Flying Scot Eastern Women's Regatta

Deep Creek Lake, MD  
August 9 and 10, 2008

Contact Geri Meehan  
at gmeehan@earthlink.net or  
call 301-387-3469 after 5/15.

## NY Lakes Districts and Flying Scot Fleet 161

22nd Annual Flying Scot  
Invitational Regatta

Saratoga Lake Sailing Club  
August 9 and 10, 2008

www.sailsaratoga.org  
Ann and Peter Seidman  
psaidma1@nycap.rr.com  
518-877-8731

## Leukemia Cup Regatta

Sayville Yacht Club  
August 16 and 17, 2008

Contact Sharon Boyle  
gosail@verizon.net

## YCSH Commodores Regatta

Yacht Club of Stone Harbor  
Stone Harbor, NJ  
August 23, 2008

Contact Linda Nicholson  
LinBNich@hotmail.com

## Carolinas District Regatta

Black Beard Sailing Club  
New Bern, NC  
August 23 and 24, 2008

Contact Joe Brake,  
windnwave15@hotmail.com  
252-422-2339

## Massapoag Yacht Club

59th Annual Regatta  
Sharon, MA  
September 6 and 7, 2008

Contact Diane Kampf,  
dianekampf@charter.net  
508-847-8401

## Crystal Ball Regatta

Crystal Sailing Club  
Crystal, MI  
September 6 and 7, 2008

www.sailcsc.org

## Harvest Moon

Atwood Lake Yacht Club  
Dellroy, OH  
September 6 and 7, 2008

Contact Joseph Cline,  
jckczoar@roadrunner.com

## Dixie Scott Challenge

Muscle Shoals Sailing Club  
Lake Wilson, Killen, AL  
September 6 and 7, 2008

Contact Wilson Jenkins,  
jjattorneys@aol.com

## Annual Whale of a Sail Regatta

Carlyle Sailing Association  
Carlyle Lake, Illinois  
September 13 and 14, 2008

www.csa-sailing.org or Jim  
Harris, at (314)-966-8404  
jamesbharris@att.net)

## Horricks Palmer Regatta

3rd & Final Leg of LI FS  
Championship Series  
Sayville Yacht Club  
Blue Point, NY

September 13 and 14, 2008

For more information  
contact PJ Patton  
pipatin@nyc.rr.com

## Michigan Hot Scot Regatta

Portage Yacht Club - Fleet 20  
Pinckney, Michigan  
September 20 and 21, 2008

Contact Bob Johnson (BJ)  
(734) 368-6518  
bjohn64@aol.com

## Patty Applegate

Memorial Regatta  
Toms River Yacht Club  
Toms River, NJ

September 20 and 21, 2008

For more information  
contact Joe Thorpe  
thorpej@aptea.com

## Sail for the Grail

Moraine Sailing Club  
Lake Arthur, PA

Contact Dan Gelman  
dangelman@gmail.com

## Atlantic Coast Championship

Selby Bay Sailing Center  
Edgewater, MD  
September 27 and 28, 2008

Additional information will be  
posted at a later date.

## Glow II Regatta, Fleet 135

Clinton Lake Sailing Assoc.  
Clinton Lake, IL  
September 27 and 28, 2008

Contact Deb Aronson at  
debaronson@nasw.org  
217-344-8508

## Cave Run's Annual Regatta

Cave Run Sailing Assoc.  
Moorhead, KY

October 4 and 5, 2008

Contact David Davison  
David.M.Davison@  
USA.dupont.com

## Master's Championship

Fort Walton Beach, FL  
October 18 and 19, 2008

Info. posted at a later time.

## Fall 48 Regatta

Lake Norman Yacht Club  
Mooresville, NC  
November 1-2, 2008

Bill Reinke, 704-483-4172 or  
bbreinke@charter.net

## Jubilee Regatta

Pensacola Yacht Club  
Pensacola, FL  
November 8 and 9, 2008

Contact Bernie Knight  
bak37bav@msn.com  
850-995-1452

## FSSA Cajun Country

Championship  
Pelican Yacht Club  
Flase River, LA

November 22, 2008

Contact Al Rees  
akrees@bellsouth.net

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**Wanted** - Small Virginia Sailing School is looking to purchase your older non-race quality sails. Please contact George at 703-981-7185 or [gstevens3@cox.net](mailto:gstevens3@cox.net)

**Wanted** - The Oswego Yacht Club is now using the Oswego Maritime Foundation Flying Scots to teach eLearn to Race! lessons to kids and adults. We are in dire need of Sails for use in this program. The sails currently on the boats are so old, most don't have battens, and some don't have batten pockets left. There is no way to teach sail trim with these rags. If anyone has some old racing sails that they would donate, or sell cheap, we would love to hear from you. Please contact Jeanne Rotunno [jrotunn2@twcnj.rr.com](mailto:jrotunn2@twcnj.rr.com)

**Wanted** - Used good condition Flying Scot mainsail- If you are a Scot racer and can't afford that new main, I may have solved your problem. I want to buy a better main than the one I have but don't use my Scot for racing. Let me know how many seasons you have used the main, its condition, who made it, and what you are asking for your sail. Dick Radell email: [rradell@yahoo.com](mailto:rradell@yahoo.com)

**FS 5** - Douglas built in 1957. This boat went back to factory and was restored. Certificate of Measurement and Registration for the FSSA. Have sails,

trailer, ready to sail. **\$6500** Located in Chandler, AZ. Contact: Michael Ybarra 602-619-7117, [ybarra18@aol.com](mailto:ybarra18@aol.com)

**FS 2045** - Douglass built in 1972. White deck, light blue hull with yellow stripe. Hull is in good condition. Deck is in an "ok" condition. Running and standing rigging are updated; new tiller, blocks and lines. Comes with top and bottom cover, main, jib, spinnaker, miscellaneous sail bags and lines, **\$4500**. Located in Lake of the Woods, VA Contact: Hans Noordanus, 540-846-1605, [hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org)

**FS 2164** - Customflex built in 1972. Very good condition. White hull and deck, blue stripe. Updated running and standing rigging. Other upgrades. Main, jib, spinnaker and new cockpit cover. Trailer. **\$3500**. Located in Kalamazoo, MI. Contact Richard Huff 269-345-4842 [padickhuff@yahoo.com](mailto:padickhuff@yahoo.com)

**FS 2181** - Douglass built in 1972. White deck, light blue hull with dark blue stripe. Hull is in excellent condition. New tiller, blocks and lines. Comes with Sailor's Tailor cover, removable trailer light system that attaches to transom, main, jib, spinnaker, miscellaneous sail bags and lines. **\$5000**. Located in Mansfield, MA. Contact: David Simpson, 508-339-5917, [sumo44@verizon.net](mailto:sumo44@verizon.net)

**FS 2346** - Customflex built in 1973. Good condition. 2 sets of sails. Schurr sails for racing. Spinnaker and pole. Trailer. **\$3500**. Located in Sarasota, FL. Contact: Scott Wilson, 941-350-4375, [swwilson3@hotmail.com](mailto:swwilson3@hotmail.com)

**FS 2567** - Customflex built in 1974. Good condition, trailer, white hull, red pin stripe, white deck. New rudder head, boom two years old, re-conditioned sails with reef point, lifting bridle, motor mount. Paddles. **\$3200**. Located in Zionsville, IN. Contact: Mike Crowell, 317-409-3860, [mcro1235@aol.com](mailto:mcro1235@aol.com)

**FS 3098** - Customflex built in 1978. White, natural bottom. Two sets of sails, spinnaker, trailer, needs some updating for racing. Priced below the formulas of 1.3 times the boat number **\$3000**. Located in Warren, OH. Contact: Jerry Donohoe, 330-856-7470, [jerdnh@aol.com](mailto:jerdnh@aol.com)

**FS 3979** - Douglass built in 1984. Racing rigged with controls lead aft to triple console cleat, Needs new sails. Sailor Tailor trailer/mooring cover, swim ladder, nice trailer, ready to race. Raced and dry stored at LNYC for past 5 years. Never sailed in salt water. **\$5000**. Located in Charlotte, NC. Contact: Gregg Antemann, 704-408-1683, [gregg@cws-inc.net](mailto:gregg@cws-inc.net)

**FS 4438** - Douglass built in 1988. Good condition, used mostly for day sailing,

one suit of sails, spinnaker, trailer, and other extras. **\$4500**. Located Outer Banks, NC. Contact Windsor Jacques 252-995-3760, [frisconc@embarqmail.com](mailto:frisconc@embarqmail.com)

**FS 4966** - Flying Scot built in 1994. Dry sailed, Trailex Alum. Trailer. New North Main + Spare Main & Jib for cruising. Over boom full cover, spinnaker. Boat in excellent condition. Many spare parts. Never raced. Sailed in Fresh water only. **\$8000**. Located in Creswell, NC. Contact Lloyd Beazley 757-484-3582

**FS 5377** - Flying Scot built in 2001. Race Package-sailed on fresh water lake 2 weeks a year. Main, 2 jibs & spinnaker. Trailer with spare tire. Motor bracket tent cover, swim ladder, jiffy reef system. **\$12,000**. Located North of Toronto On. Canada. Contact Hugh Brown 705-789-4908, [hugh-sue.brown@sympatico.ca](mailto:hugh-sue.brown@sympatico.ca)

**FS 5755** - Flying Scot built in 2007. Sailed just six times. Trailer with spare, mooring cover and all equipment. **Best offer**. Located in Bordentown, NJ. Contact Ralph Hendrickson 609-367-5129

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