

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 52 NUMBER 5 2008

SCOTS AND THE GULF COAST

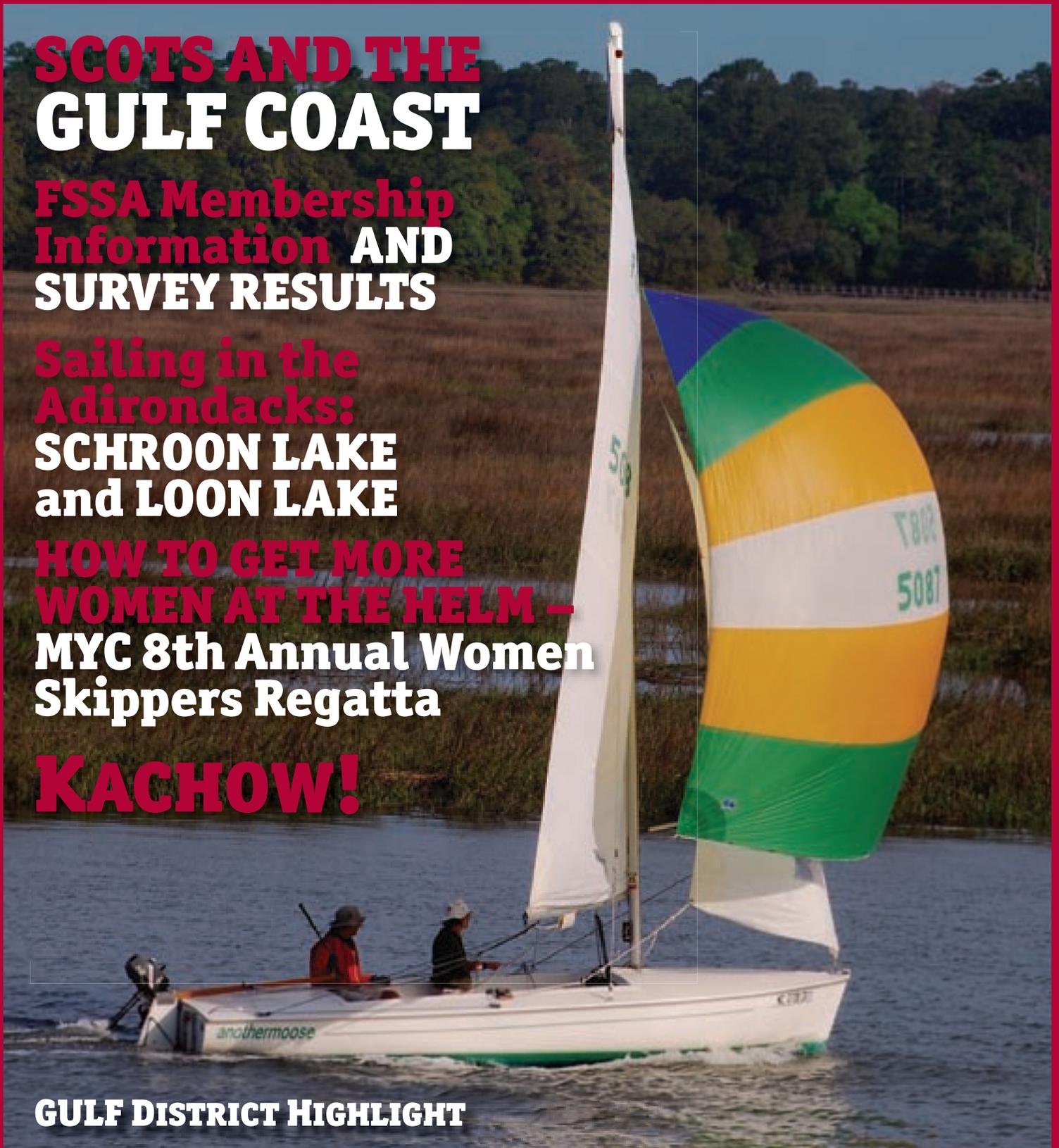
FSSA Membership
Information AND
SURVEY RESULTS

Sailing in the
Adirondacks:
SCHROON LAKE
and LOON LAKE

HOW TO GET MORE
WOMEN AT THE HELM –
MYC 8th Annual Women
Skippers Regatta

KACHOW!

GULF DISTRICT HIGHLIGHT





1st North Americans
1st Midwinters

FAST^{est}

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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From the President

by Barbara Griffin, FS 2259



Dear fellow sailors,

Some of you are fortunate enough to be sailing at this time of year. The rest of us have found the mothballs for our beloved Scots; we are in the reminiscing state, recalling all the excitement of the past season (the good and the not so good). This might be the time to put the boat in order, maybe even request some nice, new items for holiday gifts! Remember that an inflatable bow bag and at least one 5-inch transom port are required on the Scot as of January 1, 2009!

This is also a great time to reflect on what the Scot and sailing have meant to all of us. It has brought us friendships we never would have imagined, across the geographic and age spectrums. Camaraderie cannot be quantized. It has been a gift all of us have shared and one from which all of us have benefited. Sailing only enlarges our ever-expanding circle of friends.

Sailing has also brought us heightened awareness of the challenges of sailing well. For racers and non-racers alike, we all learn from experience, and we all want to sail better and with more confidence. It isn't all about racing. Just being on the

water, in all kinds of weather, under power by wind alone is a tremendous high! This is as good as it gets, to be able to enjoy all this in a user-friendly, family-oriented boat that also can pass speed tests! It can't get any better!

Our North American Championship was held at Toms River, New Jersey, in July. It was a huge success, with 69 boats. Skippers got to select their divisions, with 49 in the Championship and 20 in the Challenger. For this three-day regatta, all six scheduled races were held. Wind conditions were good and the courses were great. Toms River native Al Terhune, with wife, Katie, sailed beautifully in the Championship Division and finished well ahead of the other competitors. The Challenger Division was won by Steve Berglund and Dan Loli in a more closely contested series.

The Women's Championship was won by Melanie Dunham and crew, Carrie Berger and Rachel Coraor. Ann Seidman and crew, Diane Kampf and Jackie Cattanach, took a very close second. The ladies survived a short storm with heavy winds and a tremendous downpour, sail-

ing very well, totally capable of meeting the challenging conditions! Congratulations to all the winners. Great racing!

This was a very special and memorable regatta, as it was the 50th NAC for the Flying Scot. Many present remembered attending a good number of the NACs. But there was one person present who has attended all 50 and who sailed in 45 of them! At the annual meeting, Don Hott was given a standing ovation – a well-deserved recognition!

A word to the non-racers: we would love to hear from you and have you share your stories of experiences in the Scot. You can inspire us to enjoy the "just plain sailing" aspects of the boat! We all have one thing in common - the joy of sailing in a Scot. Please let us hear from you!

One last word: to be able to compete in any FSSA-sanctioned event, including the Districts, and according to our bylaws, you must be a member of the FSSA. Your support as a member means you're giving back something to the class that has given you so much, and that will ensure the future strength of the Flying Scot and the FSSA..

Happy sailing to all of you. ▲

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.

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2008 FSSA Membership Information and Survey Results

by Diane Kampf, FS 5857, FSSA Membership Chairperson

As you can see in the chart below, the trend for active membership numbers has been going down for most of the last 10 years. In an effort to try and increase membership, the FSSA Executive Committee and Membership Committee have been talking to our current members, past members and prospective members to see what, if anything, we can do to try and slow the trend and possibly move it in the other direction. Please encourage your friends who are Scot owners that are not FSSA members to join to help keep the Class going strong, to be able to participate in FSSA sanctioned events, as well as to be a part of a great organization of their peers.

One of the many things we decided to do was to survey you, the members, on how FSSA, its officers, District Governors and Fleet Captains are communicating with you. I never could have believed what a response I would get. We surveyed 1430 of you and got 470 responses!!!! Thanks so much for your incredible response and don't hesitate to be in touch with me or any of your FSSA officers, District Governors or Fleet Captains with your ideas and your concerns. Well, we asked for your opinion and here's what you told us. The results are included at the end of this article.

WEBSITE: What we are hearing is that you like the website, that many of you visit it often, and that we could make some changes to modernize it to make use of newer technology and add some content. You think that the links on the website are useful, and you wish more people would use the Forum – anyone want to get in the game? You depend on the website for regatta information and results, so please know that we get them up as fast as they are submitted. Some of you would like to see areas on the website that are not so racing oriented. Please suggest or submit content and I am sure it will find a home.

MAGAZINE: Overwhelmingly you want to keep the magazine in hard copy and I agree with you. Many of you would like it to be online as well as in hard copy. You don't mind the district focus, even if it means that the articles are not as timely as they could be if they were published as the events happened. You overwhelmingly want more articles on rigging and tuning, so we ask those of you experts out there if you could submit such articles. And many of you really want articles that are not racing related and are more focused on day sailing and cruising. Once again, we ask those of you out there who might have interesting stories to share to submit the articles to the editor.

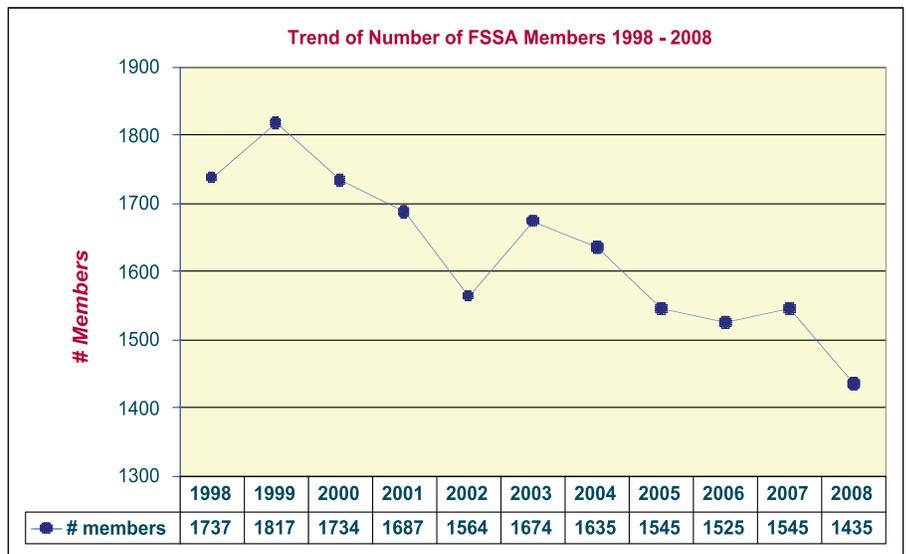
EMAIL: Most of you don't mind FSSA using email billing, as long as there can be a follow up with hard copy if payment is not received. You

want to make sure you get the bill and email is not 100% reliable. Many of you said PayPal is fine, but even more said that if FSSA replaces PayPal as the online payment tool then you would use the online payment option. You would like general email notices from FSSA about District and National events as reminders. In general, your District Governors and Fleet captains are communicating, and some members could use more from us.

As a result, we have agreed to take some action. We will definitely continue to publish the *Scots n' Water* every other month. In addition, we will be putting several issues of *Scots n' Water* on the website in a public area for anyone to browse and see what our fine magazine looks like. We will also be putting all past issues of *Scots n' Water* on the website, but that will be password protected so that only current paying members of FSSA can see all issues, especially current issues. We will not create a "members only section" except for this use and possibly for publishing contact information about other FSSA members.

We have added a blog to the FSSA website which has news from around the country on what's going on in the class. Please submit any content you might want to your district governor and it will be published in the blog. There is also a FSSA page on Facebook to try to reach out to people who would not typically visit our FSSA.COM website. Please join if this venue interests you.

Thanks again for your response. We will continue to try and find out what the membership wants and we will try to comply within good reason and in the best interest of the Flying Scot class. It is a privilege to be a part of this sailing class and it is a pleasure to know so many of you. *Membership survey results follow on next pages.* ▲



FSSA Membership Survey Results - June 2008

SA = strongly agree - A = Agree - N = Neutral - D = Disagree - SD = Strongly Disagree

#	Subject	Statement	SA	A	N	D	SD	N/A	Total
1	FSSA.com Website	I visit the FSSA.COM website regularly for information about Flying Scot activities	126	152	80	63	41	8	470
2	FSSA.com Website	Our Club or Fleet website has a link to the FSSA.COM website	144	69	22	50	39	146	470
3	FSSA.com Website	The website could better serve members if there were a "Members Only Section" to share more information privately amongst members	39	74	158	106	63	30	470
4	FSSA.COM Website	If I could use something besides PayPal I would pay for my membership online and save paper-work for me and for FSSA	85	139	111	77	41	17	470
5	FSSA.COM Website	I depend on the website for the timeliness and accuracy of the information displayed there	105	183	102	41	28	11	470
6	FSSA.COM Website	I find the FSSA Forum very useful and would like to continue having it on the website and perhaps even expand its use	116	155	127	14	17	41	470
7	FSSA.com Website	I find the links on the website useful and I count on them to find sites that are related to Flying Scot sailing and racing	66	249	105	14	14	22	470
8	FSSA.com Website	I find that the information is posted on the website in a timely manner	52	210	106	22	22	58	470
9	FSSA.com Website	I would like to be able to use FSSA.COM or at least some parts of it from my PDA, Cellular Phone, or handheld computer	19	17	235	83	47	69	470
10	FSSA.COM Website	I have ideas about content that might be added to the website (please comment if you agree)	17	36	224	69	17	107	470
11	FSSA.com Website	I have ideas about content for a "Members Only" section (please comment if you agree)	6	30	216	69	33	116	470
12	Scots 'n Water	I cannot imagine not getting my Scots 'N water magazine every other month or so	202	155	63	36	6	8	470
13	Scots 'n Water	I think the content in the magazine is just about right and don't suggest any major changes	100	199	74	83	8	6	470

FSSA Membership Survey Results- June 2008 (continued)

SA = strongly agree - A = Agree - N = Neutral - D = Disagree - SD = Strongly Disagree

#	Subject	Statement	SA	A	N	D	SD	N/A	Total
14	Scots 'n Water	I think the content in the magazine is timely enough and don't mind waiting to read about a regatta a few months after it is completed	96	238	78	44	6	8	470
15	Scots 'n Water	I like the different Districts being highlighted at different times of the year	116	246	80	11	0	17	470
16	Scots 'n Water	I would like more articles on rigging and other recommendations about how I can make the boat and or myself sail or race the very best	229	163	66	6	0	6	470
17	Scots 'n Water	I would like to see more non-racing articles	121	124	177	36	6	6	470
18	Scots 'n Water	I would like more articles about racing events	69	135	194	50	14	8	470
19	Scots 'n Water	I would submit articles if I thought they would be published	19	45	290	53	22	41	470
20	Scots 'n Water	I would like to continue to get Scots 'N; Water only in hard copy and have it continue to be mailed to me	151	161	96	39	17	6	470
21	Scots 'n Water	I would like to see Scots 'N Water only in a digital version on the FSSA.COM website	22	33	83	172	143	17	470
22	Scots 'n Water	I would like to have both the hard copy mailed to me and a digital version of Scots ;N Water on the FSSA.COM website	116	133	141	41	28	11	470
23	Mail and Email from FSSA	I would like to get my renewal notice via email only	52	133	153	85	39	8	470
24	Mail and Email from FSSA	I would like to get my renewal notice via hard copy only mailed to my mailing address	58	94	169	99	28	22	470
25	Mail and Email from FSSA	I would like to get my renewal notice via email and then get a hard copy notice if I do not renew based on the email notice (as it is today)	113	156	110	52	14	25	470
26	Mail and Email from FSSA	I would like to receive a general notice about all FSSA Sanctioned National Regattas via email	110	178	135	25	8	14	470
27	Mail and Email from FSSA	I would like to receive more email or a newsletter from my District Governor	66	179	189	14	11	11	470
28	Mail and Email from FSSA	I would like to receive more email or a newsletter from my Fleet Captain	55	116	230	25	11	33	470

KEEP-DRY SHELF

by Al Rees, FS 4001

The Flying Scot does not have a stay-dry place to stow bulky items like extra clothing, life vests, and towels. Some of us prefer to keep such items dry until they are needed.

Rain, spray, and other water frequently will soak whatever is lying on the bottom of a Scot and possibly make that “whatever” unpleasant to use. Waterproof storage bags work, but they don’t provide the ready access needed for life vests. This lack of dry storage is probably more noticeable during extended sailing, e.g. cruising.

Prior to cruising the Mississippi Sound (as reported in *Scots n’ Water* Volume XXX, Number 1, January/February 1988), I installed a cloth shelf under the rear

deck of FS 4001. That shelf was most helpful then and continues to be very useful.

You can have a similar shelf with effort, about 2 yards of suitable cloth, 20 feet of 1/8” or 3/16” polyester line, and 6 stainless-steel eye straps.

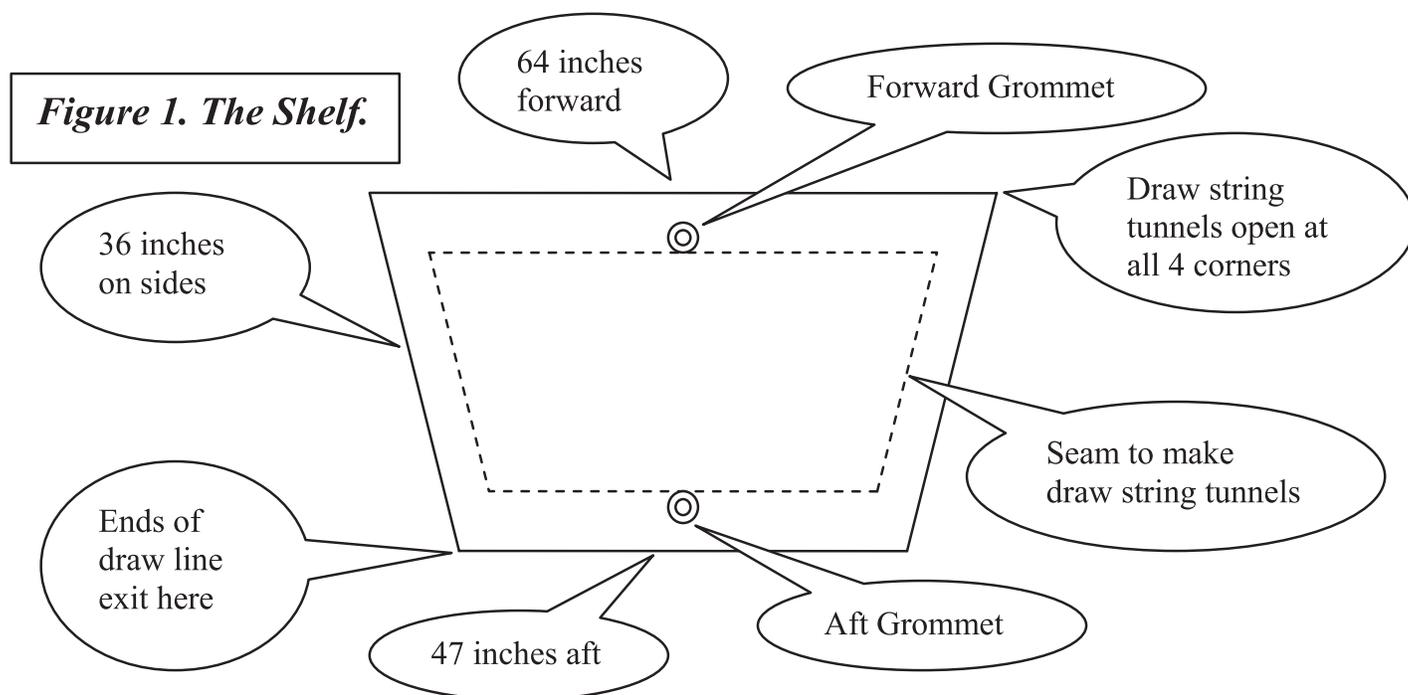
First, let’s discuss the effort. No cloth shelf for a Scot has been commercially available. Someone handy with needle and thread must make it. Figure 1 shows the [sewn] finished shelf’s measurements and location of grommets fore and aft. Its trapezoid shape is like that of the Scot’s rear deck.

Sew seams to make tunnels on all four sides of the shelf. The four tunnels are open at the corners and are for a draw line, from which the shelf is suspended

under the rear deck.

To raise the shelf’s middle, add a grommet through the shelf’s forward tunnel and another grommet through the aft tunnel. Locate grommets medial to the draw line in the tunnels, so that the line can easily be tensioned after the shelf is suspended.

Under the rear deck, install six appropriately sized eye straps. They need to be inside the boat, like backing plates for bolts fastening the transom mooring rings, the top gudgeon, the rear deck spinnaker fairleads, and the eye strap on the cockpit’s aft coaming. During installation of these six eye straps, another worker will facilitate loosening and subsequent tightening of the nuts on the bolts fastening these fittings to your Scot. See Figure 2.



The effort part is not over. After sewing tunnels, threading draw line, adding grommets, and installing six eye straps, suspend the shelf under the rear deck. At three corners of the shelf, attach draw line with short lengths of line to corner eye straps. The fourth corner--the one with the draw line ends--is for the eye strap backing the port mooring ring. There it's easier for right-handers like me to tension and tie the draw line.

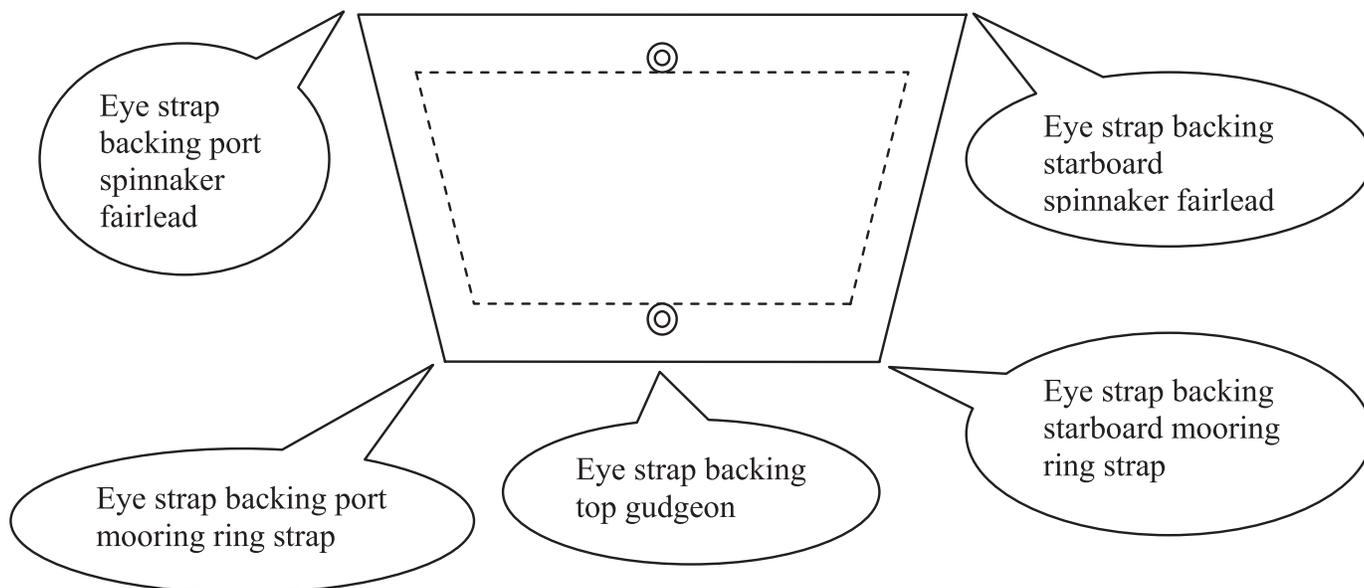
With other short lengths of line, attach the middle grommets to eye straps backing the top gudgeon and to the eye strap in the middle of the cockpit's aft coaming. A hook to attach the forward grommet line facilitates dropping the shelf for greater access to items stowed (and kept dry).

Because the Scot's aluminum boom crutch moves plenty when lying on the bottom of a Scot, I stow mine on the shelf.

Resist temptations to stow more than necessary on your keep-dry shelf. A heavy stern is poor trim for a Scot and makes her slow. Shelf, lines, and eye straps weigh less than two pounds; they should not keep you from winning races.

I hope that you enjoy your keep-dry shelf as much as I've enjoyed mine for 21 years. A final good feature: the shelf also keeps things dry when you're trailering the Scot in heavy rain. ▲

Figure 2. The Eye Straps.





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Making your Sailing Experience More Enjoyable





Scots and the Gulf Coast

by Larry Taggart, Gulf District Governor

From gentle breezes to testy sea breezes, from salty spray to sweet-water, from land-locked lakes to coastal bays and sounds, sailing in the Deep South is challenging and fun. So what Scot activity is going on along the Gulf of Mexico's Louisiana, Mississippi, Alabama, and Florida Panhandle coasts and the inland waterways in these states?

Needless to say, we are still recovering and rebuilding from the

impact of Hurricanes Katrina and Rita. The attached pictures show some of the damage. The New Canal Lighthouse on Lake Pontchartrain in New Orleans was built in 1890 and survived many, many hurricanes--until Katrina. Since this picture was taken, the lighthouse has been dismantled and will be restored. The other photo shows the New Orleans West Marine (in the far right of the photo) in a local strip shopping center about two miles from Lake Pontchartrain (and five blocks from my house) about ten days after the storm. Over twenty yacht clubs were destroyed or received substantial damage. Most have been rebuilt or are in various stages of rebuilding.

This area and its yacht and sailing clubs, along with the Houston Yacht Club and St. Petersburg Yacht Club, comprise the 30+-member Gulf Yachting Association

(GYA). In addition to privately owned Flying Scots and their respective fleets, there are also many Scots owned by GYA member clubs belonging to club-sponsored fleets (prior to Katrina there were over 100). You'd recognize our club-owned Scots by the "c" above our "FS" emblem on mainsails, as well as 1-, 2-, or 3-digit sail numbers with the letters "GYA" either above or preceding the numbers.

Even the horrific Katrina and Rita did not completely stop our sailing endeavors. GYA clubs and Flying Scot fleets have hosted many FSSA-sanctioned events. Nine out of the last twenty-six NAC events have been "down south," and of course there is the annual Midwinter Championship hosted by St. Petersburg Yacht Club. There is also the annual Southern Regional Championship in New Orleans, the Cajun Country Championship in southwest Louisiana, and the Jubilee Regatta in Pensacola each fall (usually coinciding with a spectacular *Blue Angels* air show).

Our club Flying Scots do race in FSSA-sanctioned events. But they do more than that. Our Scots are also used in US SAILING ladder events and most extensively in learn-to-sail programs, junior and summer camp programs, and just fun daysailing and racing by club members.

One of the learn-to-sail programs utilized by several clubs is often known as an "adult sailing program." The one at my yacht club (Southern) began not too long after the Flying Scot replaced the venerable Fish Boat as the designated interclub boat of the GYA. The original concept was primarily to teach the wives and daughters of club members who felt that their husbands or fathers did not have the patience to teach them themselves (no, this never happens!). Since then, the program has been extended to include anyone over age 16 who wishes to learn to sail and is sponsored by a club member. The 12 to 14 sessions (for which a fee is charged) are usually held during early summer, "after work"—for example, on Tuesdays and Thursdays from 5:30 to 7:30 P.M.

Probably unique among YRAs is the annual GYA Auguste Capdevielle Interclub Championship. One of the objectives of the Gulf Yachting



Association is to promote intercity and interclub races and regattas. The premier one-design interclub series is the annual Capdevielle Championship sailed in club-owned Flying Scots. There are 15+ regattas throughout the year held at various GYA clubs, with the seven best finishes counting for the final score. Many of these regattas have essentially the same format: one boat per club, three to five races with a different skipper for each race, and a minimum crew weight.

Other Capdevielle regattas include an all-junior event (the Junior Lipton Championship) and an all-women event (Knot Regatta). Both also rotate skippers but, in addition, limit a person to sailing in only two races. Further, in the Knot there can be no male contact—physical or otherwise—once the boat has been launched. Then there is the five-race Race of Champions (held in conjunction with the Sugar Bowl Regatta), wherein the skipper and crew remain the same throughout. And, finally, there is the Sir Thomas Lipton Challenge Cup [unfortunately the original trophy was lost in the post-Katrina fire at Southern Yacht Club, with a replacement to be dedicated this summer].

The "Lipton Cup" is unique among

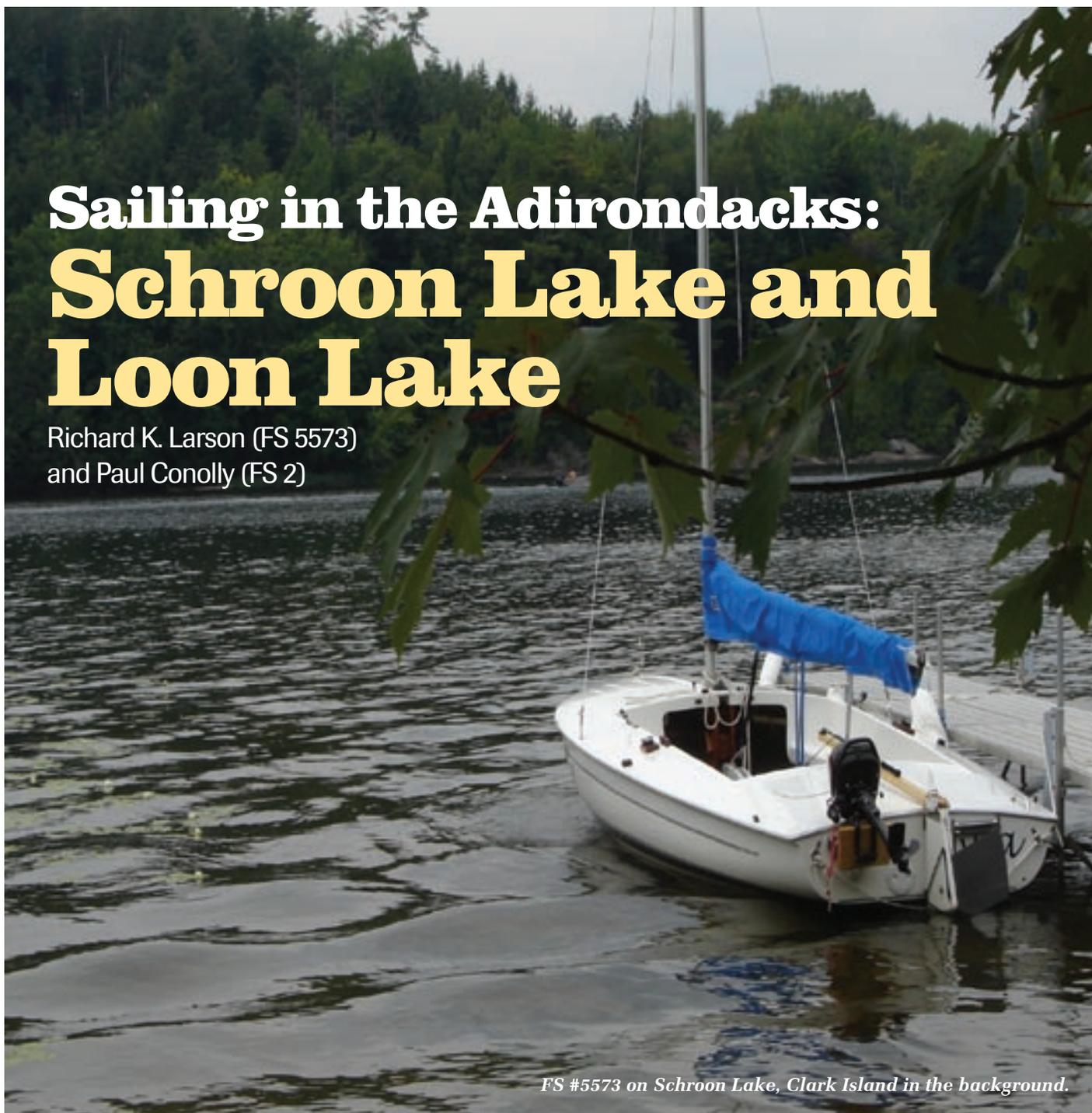
GYA interclub events. Raced annually on Labor Day weekend at the club of the prior year's winner, it invariably attracts in the neighborhood of 50 spectator boats of all sizes and shapes, and literally hundreds of spectators cheer their team on and definitely have a good time. The original, solid-silver Sir Thomas Lipton Trophy was donated by Sir Thomas himself to promote and recognize interclub competition. In this event there is permitted one Scot per member club for the four-race series. Skippers may sail only once, and crew may sail only twice. In addition to excellent competition, this regatta's social events bring together sailors and their supporters from Panama City to Houston, and inland from Little Rock to Jackson to Birmingham!

Scots have been used by several GYA clubs for such US SAILING events as the Mallory and Adams semifinals and finals, team-racing championships, match-racing championships, and the Champion of Champions. They have also been used by the intercollegiate racing program for their regional and national events.

We're probably too quiet about our Flying Scot activity in the Deep South, but there is certainly much of it—in spite of the hindrances of Mother Nature! 🏴‍☠️

Sailing in the Adirondacks: Schroon Lake and Loon Lake

Richard K. Larson (FS 5573)
and Paul Conolly (FS 2)



FS #5573 on Schroon Lake, Clark Island in the background.

Summers in New York State are a flurry of Flying Scot racing activity. The FSSA calendar records competitive events almost every weekend from the Great South Bay of Long Island to Saratoga Springs in upstate NY; the sailing is intense, spirited and fun. But the Flying Scot is not just a great, competitive

racer. The boat's designer, Gordon "Sandy" Douglass, conceived the Scot first and foremost as a family boat: simple to rig, easy to launch & recover, comfortable to sail, stable in a blow, but responsive – a boat "one could grow into" as Sandy put it. For New Yorkers, these "family values" are especially appreciated. New York State is blessed with spectacular waterways, which played

a historic role in the founding of the nation: great, powerful rivers, a canal system that was integral to the push westward, and pristine lakes that stretch northward from midstate to Canada. New York is truly Flying Scot territory.

The first author (RKL), a Long Islander, was introduced to the Flying Scot at the Horrocks-Palmer Regatta at Sayville Yacht



FS #2 on Schroon Lake.

Club. At the time, the family owned a Thistle, a very different boat. Where the Thistle had a narrow, undecked, open cockpit that required most sitting to be done on 4" wide wooden rails, the Flying Scot had spacious seating and broad comfortable side decks. Where the Thistle had a rather complicated cockpit filled with many bits of string, the Flying Scot layout was remarkably simple. Most telling, in winds that kept the Thistle fleet ashore, the Flying Scots went out and raced without incident. Within a month, our Thistle was for sale. Flying Scot 5573 ("Lyra") arrived from the factory in April 2004.

Wanting to expand family sailing venues, RKL inquired on the FSSA forum whether anyone could recommend a sailing lake in New York's magnificent Adirondack Park, which comprises

approx. 6 million acres in upper New York State, an area larger than Yellowstone, Yosemite, Grand Canyon, Great Smoky, and Everglades Parks combined.

At this point, the second author (PC) entered the scene. PC, an old hand at Flying Scots, and the current owner of Flying Scot #2 (which, despite its hull number, is in fact the oldest Scot in the fleet, predating hull #1 in production order) posted a reply that began

in northern New York. In this article, we describe two area lakes where we have sailed our Scots.

Schroon Lake

Schroon Lake is situated about 1.5 hours by car north of Albany, immediately northwest of Lake George. Although smaller than Lake George, and certainly less famous, Schroon Lake has retained many of the qualities of Adirondack life that originally attracted visitors to its



with the simple invitation: "Come to Schroon Lake!"

For five years now RKL & family have made an annual summer pilgrimage to the Adirondacks, always with 5573 in tow, and have enjoyed wonderful sailing

better known neighbor, but which Lake George is now rapidly losing in a welter of tourists shops, neon signs, and waters overrun with power boats, jet skis, parasailing concessions, and tour barges

Continued On Next Page



Flying Scot 5573 on Loon Lake.

decorated to look like old-fashioned paddle-wheeled steamers.

Schroon Lake is approximately 9 miles long, and up to 2 miles wide along its axis, which runs roughly north-south. It is pinched in its middle at “The Narrows”, but both above and below this point the lake is wide and spacious, with very ample sailing room. The winds are primarily from the south, and in a strong blow, the nine-mile long fetch can generate serious waves. But for the most part, as in all lake sailing, sailors can expect flukey wind shifts and willy-waws to keep life interesting.

At the north end, along its western shore, lies the town of Schroon Lake, which is the chief municipality in the area, boasting a large grocery store, a pharmacy, a reliable garage, an old-fashioned cinema that screens one family movie per week, several charming shops, and numerous restaurants that run the gamut from fine casual dining, to well-prepared American diner fare, to coffee & creppes. The pace of life in Schroon Lake is slow and relaxed – folks greet you with a smile and are pleased to spend some time with you. Nightlife is definitely not on offer, however: restaurants typically serve from 5-9 and the town carpet pretty much rolls up by 10:00pm.

For vacationing boaters, there are numerous rental possibilities. The western shore of Schroon Lake, along Route 9, is its most developed area, and is dotted with cabins, chalets, one motel, and numerous homes, many that rent time during the summer months, many with a dock, and some even

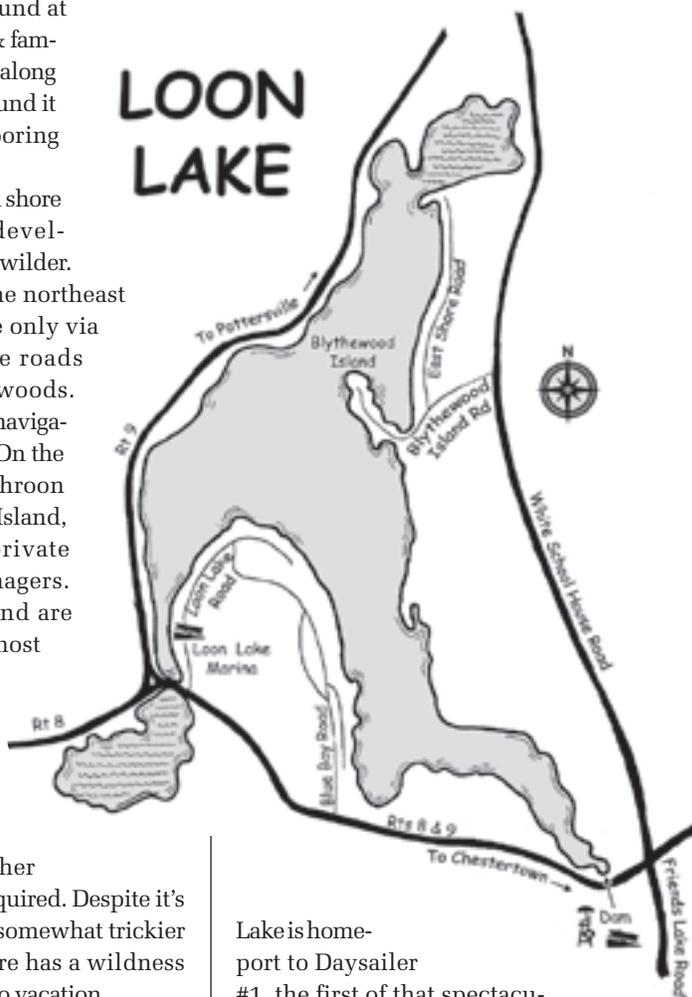
with ramp access. The lake bottom drops off quickly on the western side, presenting few hazards to navigation. PC’s home is on the western shore and, when not on the lake, FS 2 can be found at her mooring there. RKL & family have typically stayed along the western shore and found it very convenient for mooring and sailing FS 5573.

Schroon Lake’s eastern shore is considerably less developed and in parts much wilder. Cabins and homes to the northeast typically are accessible only via narrow, windy private roads leading deep into the woods. The eastern shore is also navigationally more complex. On the northeastern side of Schroon Lake lies 45-acre Clark Island, currently home to a private summer camp for teenagers. Around the rocky island are several outcroppings, most of which are marked by warning buoys. The channel between Clark Island and the shore is sailable, but the waters quickly become shallow on either side, hence caution is required. Despite its greater remoteness and somewhat trickier sailing, the eastern shore has a wildness making it a lovely place to vacation.

For launching and recovery, Schroon

Lake has two well-maintained, public dock facilities with no associated fees: one at the north end in the town of Schroon Lake, and one at the southern end in the vicinity of Pottersville. Although busy on weekends, requiring Scot sailors to be quick about their business, the launch sites have a friendly atmosphere, and a 23’ mast raising or lowering is always viewed with interest and enthusiasm.

The lake offers excellent fishing, with a wide variety of species to tempt anglers. And although power boats and jet skis are found here, as everywhere, life on the water is peaceful and unhurried. There are many coves and inlets to explore along the nine-mile stretch of water, and shallow waters in which to drop anchor, lower the swim ladder and dive in. Unsurprisingly, many different classes of sailboats make their home in these waters. In addition to the oldest Flying Scot, Schroon



Lake is home-port to Daysailer #1, the first of that spectacularly successful design by Uffa Fox.

Loon Lake

Lying approximately 10 miles southwest of Schroon Lake is Loon Lake, a horseshoe shaped body of water near the town of Chesterton, NY. Although much smaller than Schroon Lake, with perhaps less scope for exploration under sail, Loon Lake shares many of the attractions of Schroon Lake, and is somewhat quieter.

Nearby Chesterton offers many of the same amenities in terms of shopping and dining, and although there is no public launch site, launching & recovery from Loon Lake Marina are available at a minimal \$15 charge – far less than the usual \$40-\$50 of Lake George. RKL & family spent a lovely week on Loon Lake in Summer '07 and although Schroon Lake

remains the sentimental favorite, Loon Lake evokes very fond memories.

We should mention that for non-sailing days, there are many area attractions accessible from both sites. In the immediate Schroon Lake area, Mount Severance, Treadway and Pharoah mountains offer great, relaxing hikes with fantastic views of Schroon and many other area lakes, ponds, and the surrounding wilderness. Historic Fort Ticonderoga with its strategic and breath-taking views of Lake Champlain and the ford to Lake George is only _ hour east of Schroon Lake. At a slightly longer distance, on Blue Mountain Lake, is the Museum of the Adirondacks, with a wonderful array of exhibits of Adirondack life as it developed over the 19th and early 20th centuries, when the

area became one of the nation's premier vacation spots. For drizzly days, we love the Natural Stone Bridge and Cavern just 15 minutes west of Schroon Lake off Route 9, whose galleries and arches drip and echo in the midst of a beautiful forest setting. And for days when temperatures truly soar, we head 90 minutes north to Ausable Chasm, a spectacular gorge that Teddy Roosevelt once declared a wonder of the world, and which features a relaxing tube trip down its length, in cool river water, beneath a distant ribbon of sky framed by sheer, moss-covered rock faces.

For Scot families considering a week or two of Adirondack sailing in the Lake George area, Schroon Lake and Loon Lake are wonderful, relaxing venues. ▲

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2007 MIDWINTERS

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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, Bucaneer 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!

Gus Sails was glad to be on board.

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How to Get More Women at the Helm – **MYC 8th Annual Women Skippers Regatta**

by Diane Kampf, FS 5857, New England District Governor

Here is one way that the Massapoag Yacht Club (MYC) in Sharon, Massachusetts, is working to get more women at the helm of Flying Scots and other sailboats. It might be an idea for other constituents as well, such as juniors, seniors, or less experienced skippers. For eight years, we have been hosting a Women Skippers Regatta. We have had seven to twelve boats and have had a really fun event, year after year. I am toying with the idea of

making this an invitational regatta. This might be a great way to practice and even to get ready for the Flying Scot Women's NAC or the NAC itself. If other clubs are doing this, we might want to start competing in each other's events. There are probably a lot of women out there with the talent, just looking for other women to race against.

It was warm and sunny at MYC at 9:00 A.M. on July 6, 2008. There was a small problem - the wind was relatively non-existent. We managed to have wind on the

4th of July for our Fun Races and on the 5th for our Sunfish and Laser Regatta. As my grandchildren, AJ and Kaitlyn, fed the baby ducks, I wondered if we would get any wind for our Women Skippers Regatta that was scheduled for 1:00 P.M. on this day. As luck would have it, we could not have asked for a better day. The wind picked up and shifted slowly to the south/southeast, and we had just what we needed to have a nice event.

Seven women skippers from MYC registered for the event and picked their





favorite crew to sail with them. Some were couples, some were family, and some were friends. Laura Sharp sailed with her brother Brian, who just happens to be from the America's Cup winning Team Alinghi. Laura Hackell sailed with Jim Cavanagh, who is the current Flying Scot champion at MYC. Yu Zhang traded places with her usual skipper, Dave Ryan, to try her hand at the helm. The rest were couples sailing together, several of them for the first time in this annual event: Laura and Skip Russell, Angela and Dennis Dubuc, Myrna and Harold Levin, and Diane and Greg Kampf.

The wind blew a steady 8 to 10 knots as the skippers and crews sailed three races, all W-M courses (windward, with the start and finish in the middle of the course). The wind stayed pretty steady, and only a few adjustments had to be made to the courses. Spinnakers were flying and the competition was pretty close throughout

every race; the starts were close, the mark roundings were close, and the finishes were close, as well.

We had no protests off the water, and I don't remember too much yelling between boats on the water, but, then, I was trying to keep my head in my own boat. It was clear on our boat that the skipper and crew could work well together, even in the role-reversal with me at the helm and Greg as the crew. We were sailing in our brand-new boat, *Kachow* (FS 5857), so some of the equipment is a little different, and it was my first time at the helm of this boat. We were beaten in the tie-breaker by the boat we owned previously, *Brother Bill* (FS 5157). We were having so much fun that we hardly noticed that, for the first time in three years, we were not winning! I guess we will have to practice more for next year.

On the race committee boat, we had Ed and Marne Wojtaszek doing a great job of

setting courses and getting the races off. On rescue support, we had Noah Siegel and Roger Sharp doing double duty, watching out for everyone and taking pictures of each boat. Luckily we did not need anything in the way of rescue support, as all the boats stayed upright and all crews managed to stay on board.

Ed Wojtaszek and I presented the awards to the participants as the crews enjoyed the refreshments. The top five skippers received trophies, including a picture of their boat participating in the event. Awards were presented to the others, including pictures as well. The crews were presented with a gift to remember the event.

The winners were: Laura Sharp 1st, Laura Hackell 2nd, Yu Zhang 3rd, Angela Dubuc 4th, Diane Kampf 5th, Laura Russell 6th, and Myrna Levin 7th. Please see the table for the detailed results.

Hope to see all of you next year. Bring your friends! ▲

2008 WOMEN SKIPPERS REGATTA

SAIL #	BOAT NAME	SKIPPER	CREW	1	2	3	TOTAL	PLACE
4343		LAURA SHARP	BRIAN SHARP	1	1	2	4	1
4949		LAURA HACKELL	JIM CAVANAGH	3	2	1	6	2
4895	CONTRAPTION	YU ZHANG	DAVE RYAN	4	3	3	10	3
5157	BROTHER BILL	ANGELA DUBUC	DENNIS DUBUC	2	5	6	13	4
5857	KACHOW	DIANE KAMPF	GREG KAMPF	5	4	4	13	5
2771	WILLETT	LAURA RUSSELL	SKIP RUSSELL	7	6	5	18	6
4659	WINDCHIME	MYRNA LEVIN	HAROLD LEVIN	6	7	7	20	7



When We're Not Racing at Massapoag Yacht Club

by Diane Kampf, FS 5857, New England District Governor

Although we do have a good crop of racers at the Massapoag Yacht Club in Sharon, Massachusetts, we do have lots of other activities. We have a cap of 70 member families at the club, with a three- to four-year waiting list. In some ways it is a nice problem to have, but we do feel badly having to turn away people, even some with new Flying Scots, while they wait to obtain membership.

We have several regattas a year: a women skippers regatta, a single-handed regatta (where our skippers sail their boats without a crew), our annual multi-class regatta, and, this year, our first Sunfish and Laser regatta. We host our New England Districts when it is our turn, we have hosted the Day Sailer NAC, and we will host the Flying Scot Wife-Husband Championship in 2009.

We have had junior regattas in the past and will hold those again, if we need to separate that from our annual regatta.

To keep things fun for everyone, whether they race or not, and to ensure our members get to spend time with one another, we have scheduled activities each year. We have potluck suppers every month during the summer, each hosted by volunteer club members. Once a year, we hold a dinner we call "Evening of Good Food and Friends," where participants choose steak or chicken and cook their own food on the club's grills, and the meal is supplemented with all the fixings.

We also do some sailing when we're not racing. Some of us sail regularly at the lake, and some of us have larger boats that we moor on the ocean and sail when we are not at the lake. Along with individual pleasure sailing, we have organized activities that include sailing.

July 4th at MYC

Every 4th of July, we have fireworks across the lake the night before, and 100+ people sit on the beach and the dock to watch a great show. We begin early on the 4th decorating the clubhouse in red, white, and blue for our annual Larry Lawrence Memorial Pancake Breakfast. Many members and their families enjoy a great meal prepared by our own Dennis Dubuc and Bruce Fitzpatrick. Everyone catches up with folks they may not have seen earlier in the year, and we all come away with our appetites satisfied.

We follow that with boat decorating, with our member families using any red-white-and-blue regalia they are able to attach to the boats. If the weather and wind allow, we form a "Parade of Sail" and sail around the lake to entertain anyone who might be on the beach or anywhere around the edge of the lake. We mostly entertain ourselves, but it is fun to

see all the boats out on the lake decorated in red, white, and blue. To me, it is a great show of patriotism, and I really enjoy this holiday.

We play a game on the water which usually includes a committee that throws objects into the water for sailors on the boats to retrieve by any method they can think of. The games are different every year, and everyone seems to have a good time trying to find the elusive bonus items, along with the regular items they need to pick up out of the water.

There is usually lots of water play as well, with members bringing anything they have to get the people in the other boats as wet as possible. Believe me, we have seen every kind of water gun and bucket, even a battery-powered pump with a hose attached. No one is safe from getting wet. Of course, it is hard to remember that the goal is to pick up as many objects as you can retrieve, while you are trying to soak everyone else as much as they are soaking you. We have from 10 to 25 boats participating, with 4 to 8 people per boat, and a few single-handed Sunfish and Lasers as well. Every boat that participates gets a prize.

For the small children who can't go out on the boats (or don't want to), we play games on the beach. We have had mini-golf, toy-sailboat races, rubber-duck races, and sandcastle building. We have prizes for all the winners and runners-up, so everyone goes home with something.

It is always a good time and, although the games are competitive, the members who race and those who don't race do come out for this event because it is family oriented and it's so much fun. Families especially like the 4th of July events because everyone can participate in some part of the festivities. Many families stay after the games and have cookouts, go swimming, and go back out sailing.

The following are a couple of examples of the games we have played on the water.

Scrabble on the Water in 2007 - We formed Scrabble-like letter blocks out of Styrofoam, and participants in each boat had to pick up as many letters as they could from the water and bring them back to shore. Back on shore, teams had to make as many words as they could with the letters they had retrieved; they were scored based on the length of each of the words. There were also a few blocks with numbers on them that were bonus points

Continued On Page 21



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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.

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Tapered Aluminum Spinnaker Pole...

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

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Motor Bracket...

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

Bow Flotation Bag Kit...

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

Web Lifting Bridle...

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

Jiffy Reefing Kit...

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

Trailex Aluminum Trailer...

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



Aquameter Sailor II Compass & Mount...

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

Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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

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



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.



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for the teams that picked those up. One team formed the word “Massapoag” and another team made “cavernous.” For their efforts, they earned patriotic sacks, with extra items in the bags for the top three teams.

Puffer Ball Contest in 2008 - We used puffer balls of different colors and shapes, each of which was worth a specified number of points. There was one that lit up when you bounced it, and that one was worth bonus points. When the game was over, each team had to return to shore and present their loot to the committee, who added up the points. The team with the most points got the grand prize – a red-white-and-blue Patriots cooler with some water bottles and two sets of red-white-and-blue bowls. The second-place team also got a cooler and two sets of bowls. Each participating team was presented with two sets of red-white-and-blue bowls.

Moonlight Sailing

Some of our members regularly sail at night on Lake Massapoag, and we do enjoy doing that. A couple of times a year, we organize “full moon” sails, with some games on the water or some entertainment. Here’s an example – our July 2008 Moonlight Sail:

Sailboats, Moonlight, and Chocolate - What do you get when you combine sailboats, a full moon, and chocolate? Well, you get a lot of fun and some really happy sailors. On July 18, 2008, Carol and Dan Abram hosted a moonlight sail and game on Lake Massapoag.

We will not soon forget all the chocolate kisses, the desserts, or the committee boat bombing us with all sorts of goodies. Cleverly packaged so they would float and keep everything dry, some containers were filled with desserts for consumption right away, while others were part of our score in the moonlight sail game. We used nets, hats, hands, our sails, even a colander, to try to pluck as many as we could out of the water or to catch anything the committee served up.

We were lucky to be able to enjoy sailing for about an hour at dusk and in the hazy moonlight and were only stopped by the onset of lightning - and only then when it actually got close. We had a nice turnout of nine boats, with sixteen families participating: the Abrams & Kowelewski/MacMillan – committee boat; the Dubucs & the Kampfs - 1st place with 71 points; the Rosas & the Pleskos - 2nd place with

60+; the Hirsches & grandchildren - tied for 3rd with 26, and awarded 3rd place; the Oneil-Smiths & the McShanes - tied for 3rd with 26; the Bravermans & Dave Levy - tied for 3rd with 26; the Fines; the DePrees & guests; the Gaffneys & the Lockes.

It was nice that people stayed afterwards and enjoyed visiting with each other and watching the storm pass--a storm that seemed innocent enough but actually capsized a boat on a mooring! It was a great time for boats to cruise and compete without racing, or even just to sail and watch the fun. We should do this more often, perhaps every full moon?

Road Trips

Although we have not done this in 2008, we have made a few road trips, where MYC members trailer their boats and we all sail in another venue. This is fun for anyone who loves to sail, and it does not require you to be an expert. We hope to resume this activity in 2009 and get away from Massapoag for something other than racing.

We have gone to Newport, Rhode Island, and sailed from the state park there. It was a great venue, and each of us brought lunch and ate out on the water. On the way home, several of us stopped for dinner at a local seafood restaurant and enjoyed the local fare, as well as each

other’s company.

We have also sailed from Hingham, Massachusetts, to Boston Harbor and met up with members in their larger boat in Boston Harbor. This was followed by a cruise back to Hingham, with a very nice dinner in a Hingham restaurant after a very interesting day. And several times we have sailed in Boston Harbor from a beach in Boston, meeting up with other members in their bigger boats. This, again, was followed by dinner at a Boston-area restaurant.

Sailing Program

Massapoag Yacht Club sponsors an adult sailing program in conjunction with the Town of Sharon, Massachusetts, using MYC boats. The Town advertises the program in their annual flyer, and one or more of our members teach people to sail. The program is run in the evening a few nights per week for several weeks, and there are two sessions every summer that are usually full. This is a program for anyone wishing to learn how to sail; some of those sailors may become racers at some point in their sailing life, and many of these folks become MYC members.

I thoroughly enjoy being a member of Massapoag Yacht Club, as well as a club officer. We would love to have you as our guest! Come visit us sometime and join the fun! 🚤





Kachow is launched for the first time.

Kachow! Happy Birthday to Greg

by Diane Kampf, FS 5857,
New England District Governor

Wondering what to buy for your spouse who has everything? Well, maybe not everything, but Greg has lots of toys. So when I was thinking of what to get him for his 50th birthday, I toyed with the idea of getting a new Flying Scot. I already had bought FS 5157, *Brother Bill*, as a Christmas gift in 1997, and we were very happy with that boat. But a new Scot seemed like the perfect 50th-birthday gift. Since our previous boats were 1557 and 5157, I wanted to get the next boat with a sail number ending in 57, which would be FS 5857. That meant that Greg would get the boat for his 49th birthday, instead, since I did not want to wait until FS 5957 was available.

I went ahead and started on Greg's birthday surprise. In March, at the 2008 Midwinters, I asked Harry Carpenter to look at 5157 so he would be able to give me an estimate for a trade-in. Harry let me know in May that we could plan the delivery for Greg's birthday on June 21, so I went to work on the order. Harry gave me the estimate and I was all ready to go forward, but then I decided to let Greg in on the plan. I wanted to make sure to order the rigging the way he would like it, since we are likely to have this boat for a while. He was stunned to learn that I was buying him another boat, but he immediately reviewed the order I had put together and he made a few small changes.

Now I had to decide what to do with *Brother Bill*, sell it or trade it. I really

wanted to keep the boat in our district, to help keep newer boats in our fleets. Little did I know that, not only would it stay in our district, but it would stay at our club and move over just one dry-sailing spot from where it was before. We sold the boat to Massapoag Yacht Club members Dennis and Angela Dubuc, who own FS 3806 and now own FS 5157. I know they will have many happy years with that boat, as we have had with it.

Greg and I headed to Deer Park, Maryland, on June 20, so we could pick up the boat ON his birthday. Barbara and Don Griffin were kind enough to put us up for the night at their home on Deep Creek Lake, where we visited with them and Charles and Sarah Buffington and had a great meal at the Grill at the yacht club. Then, on June 21, we went to the factory to get the new boat. Greg's gift was all wrapped up; all it needed was a bow! Before we set out for Massachusetts, we unwrapped it just enough to see the name *Kachow* on the starboard side. We signed papers and talked to Karen Carpenter for a while, and then Eric Ammann arrived and shared some of his many great stories. We packed up several orders from our fellow MYC members, hooked up the trailer to the Roadtrek, and left around 10:00 A.M. for the nine-hour trip home.

We arrived at Massapoag Yacht Club around 7:00 P.M., just in time to celebrate Greg's birthday with our daughter and son-in-law Kassy and Brian St. Gelais, our grandchildren AJ and Kaitlyn, and my mother, Kay Wilson. There were also a few MYC members there to greet Greg on his birthday and see the new boat. Our friends and our son-in-law helped Greg unpack and rig the boat. When our 4-year-old grandson saw the boat, he said "K-A-C-H-O-W, Kachow," and he laughed about how cool the name was. After all, it is named after his favorite character from the movie *Cars*, Lightning McQueen, who says "Kachow" just before he takes off to go really fast. Just the look on his face made every penny I paid for the boat worth it! Of course, the smile on Greg's face makes it worth it, too!

We camped out that night at the club, and early the next day we christened the boat and launched it for the first time. I hurriedly changed the numbers on the new sails I had bought for our other boat and had never used, because I just could not put sails that said 5157 on the

new boat, right? The wind was howling for our maiden voyage, so it lasted all of about three minutes before we came back in to get out of the rain and to avoid the thunder and lightning. We did get to race a little later in some pretty heavy wind. There was a club dinner that night, so lots of guys surrounded the boat to see what

was new and see what they wanted to get for their boats. Many of the guys told me when their birthdays were or told me to call their wives. I cannot think of a better gift, can you?

Happy birthday, Greg, and many years of happy sailing and racing aboard FS 5857, *Kachow*! 🚤

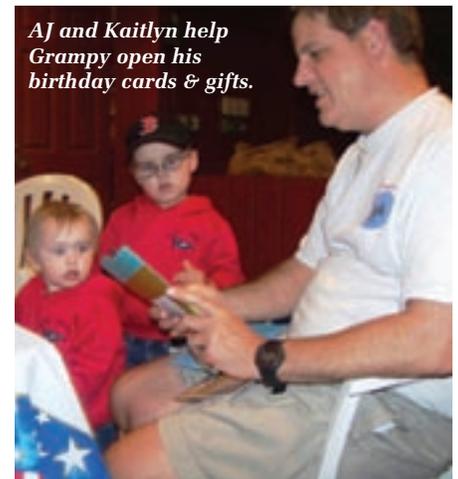


Diane and Karen inspect Kachow at the factory in Deer Park.

Greg shares great stories with Eric Amman.



AJ and Kaitlyn help Grampy open his birthday cards & gifts.



Kachow is christened before the first launch.



Diane and Greg with the new boat.



New England – We Don't Let a Little Fog Stop Us!

by Diane Kampf, FS 5857, New England District Governor

Fleet 11 in Rockport, Massachusetts, hosted the 2008 Flying Scot New England Districts on June 28-29, 2008, at the Sandy Bay Yacht Club. On Saturday, the east wind was brisk but also blew the fog in over the harbor. The fourteen registered boats were patiently waiting to go out, but the intense fog forced a postponement. The postpone flag came down when it looked like the fog was lifting, but there was just no way to run a race once we got out there, when the race committee could not see

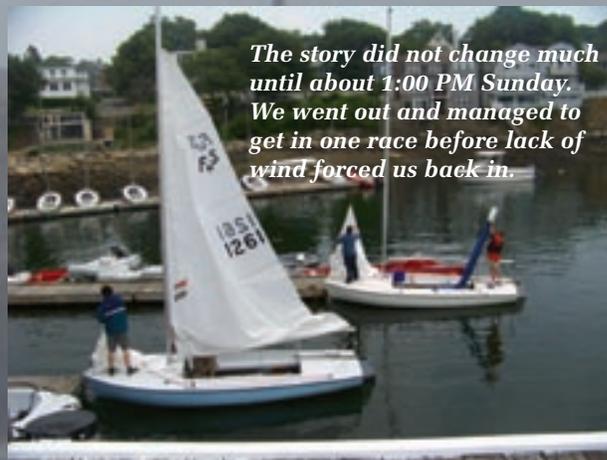
boats that were over 300 feet away. We had a nice sail, but safety was the most important factor and we all headed back in. We had a nice dinner at the Sandy Bay Yacht Club and all headed out for a good night's sleep.

There's never fog two days in a row in Rockport, so we knew Sunday would be better. Well, Sunday did not start out too well, either, with an east-northeast wind continuing to keep the fog in the bay. We remained optimistic; right after lunch, the fog was lifting a bit, so we headed out to see if we could get in a race or two. We managed to get in one race in light air,

but during that race the wind died, so we could not get in a second one. We all headed in, glad that we were able to get to race at all. The winning teams were: 1st – Roger Sharp and daughter Laura Sharp, 2nd – Skip Montello and wife, Marianne Yarmi, 3rd – Ned Jeffries and Paul Korzinek, 4th – Tom Hoerner and Rob Van Buskirk, and 5th – Greg Kampf and wife, Diane Kampf.

Thanks to fleet captain Dave Archibald, Margot Hintlian, and the race committee for their hard work and hospitality. We'll have to try again some time when the weather is more typical in Rockport. ▲

This was the story of they day on Saturday – we did go out and fog forced us back in. The sailing was great, but the RC could not see the boats. That did not stop a few boats from going out to sail. Dave Rousseau and Hein Smit Sibinga went out and luckily came back safely.



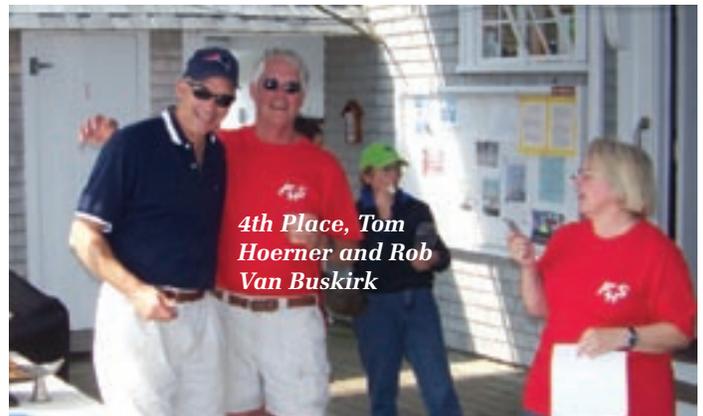
The story did not change much until about 1:00 PM Sunday. We went out and managed to get in one race before lack of wind forced us back in.



1st Place and winners of the SMYRA and New England District Trophy, Roger Sharp and daughter Laura Sharp.



2nd Place and winner of the Fleet 11 District Trophy, Skip Montello and his wife, Marianne Yarmi



4th Place, Tom Hoerner and Rob Van Buskirk



3rd Place, Ned Jeffries and Paul Korzinel (not pictured)



5th Place, Greg Kampf and wife Diane Kampf

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



MAD SAILS

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

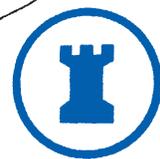
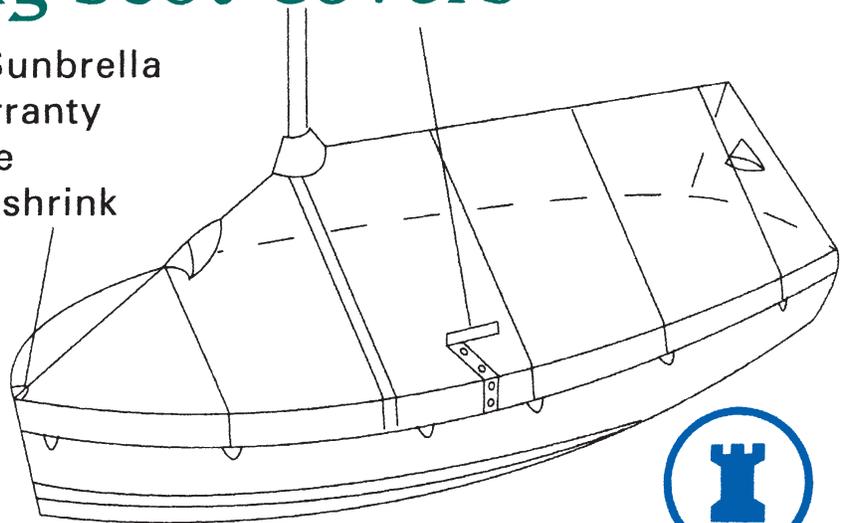
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- light and easy to handle
- will not rot, mildew, or shrink

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



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Options

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

Prices

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

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

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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

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Comprehensive Website www.sailorstailor.com

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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

Wanted - The Oswego Yacht Club is now using the Oswego Maritime Foundation Flying Scots to teach 'Learn 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@twcnry.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

FS 648 - Custom Flex built in 1965. Rigged for Soco sailing-sea worthy footing for most needs repair, trailer included (Gator), Sails not included. **\$1800**. Located in Bay City, MI. Contact: Gail Bitler, 989-895-0909, gbitler@formandfunctionBC.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

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

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

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

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 **\$2200** Located in Warren, OH. Contact: Jerry Donohoe, 330-856-7470, jerdnh@aol.com

FS 3552 - Douglass built in 1980. White deck, red hull, good condition. Main, jib and spinnaker. Tee-Nee trailer. **\$3500** Located in Newark, OH. Contact: Rodney Nelson, 740-349-9844, rnelson@rpd.com

FS 3778 - Douglass built in 1982. Load Rite Trailer. All sails and spinnaker gear. **\$3000**. Located in Toms River, NJ. Contact: Arthur Bailey [732-929-8944](tel:732-929-8944) as63@aol.com

FS 4214 - Douglass built in 1986. White deck and white hull with red waterline band and blue bottom paint. Hull was professionally refurbished 2 years ago and has had a coat each season; Good condition. Cockpit, decks and rigging in excellent condition. Has 2HP motor and mount; just 1 season old. Good sails with a spare set. Spinnaker pole and spinnaker like new. New anchor. Tent mooring cover. Trailer is usable. **\$6000**. Located in Solomons Island, MD. Contact: Peter Green, 410-326-6244, green77@comcast.net

FS 4616 - Douglass built in 1989. Well maintained, much loved, white with dark blue waterline & pin stripe, Schurr main, jib, spinnaker, pole, all lines/sheets, bottom paint, bag, Rooke sail cover, motor mount & 3.3 hp Johnson (like new), anchor, fenders, paddles,

life jackets, TeeNee galvanized trailer, ready to sail or race. **\$6200**. Located in Louisville, KY. Contact: Dan Hedrick, 502-494-9546, compassdan@gmail.com

FS 5445 - Flying Scot built in 2002. Radical racing packet rigged, unique all black hull, everything in new condition, rarely sailed, never raced. Options: upgraded trailer, North Sails, lifting bridle, swim ladder, anchor, adjustable tiller, light paddle, tent cover and full winter cover. **\$14,500**. Located in Edgewater, MD. Contact: John Alden 410-798-7418, jalden1019@verizon.net

FS 5480 - Flying Scot built in 2002. White hull and deck. Very clean. Sailed less than a dozen times by this 2nd owner. Other schedule commitments are preventing enjoyment of this great boat. Radical race package. Carbo blocks. Rudder lift. Sailor's Tailor skirted top cover and bottom cover. Only dry sailed. **\$12,500**. Located near Birmingham, AL. Contact: Dan Colley, [614-378-8322](tel:614-378-8322), dess@msn.com

FS 5675 - Flying Scot built in 2005. Radical race with many options, excellent condition. Custom Regatta Blue hull, white deck. Extras: North main/jib (snug rig), Fowler spinnaker, Sailors Tailor full skirted cover, North trailer cover, rudder lift system, swim ladder, lifting bridle, Trailex aluminum trailer, padded rudder/tiller bags, many more. **\$12,000**. Located in Coral Gables, FL. Contact: Ed Fry, 305-788-9079 edmundfry@gmail.com

STARTING LINE Calendar Of Monthly Events

Flying Scot "Chaos Cup"
Quannapowitt Yacht Club
Wakefield, MA
October 18, 2008

Contact Eric Wojtaszek,
eric@maltshoppe.com

Hospice Regatta
Western Carolina Sailing Club
Lake Hartwell
Anderson, SC
October 18 and 19, 2008
Contact John Kreidler,
jakreidler@mindspring.com

Master's Championship
Fort Walton Beach, FL
October 18 and 19, 2008
Info. posted at a later time.

Halloween Regatta
Lake Lanier Sailing Club
Lake Lanier
Atlanta, GA
October 25, 2008
Contact Scott Adams,
sadams4000@charter.net

2008 Turkey Shoot Regatta
Keowee Sailing Club
Seneca, SC
October 25 and 26, 2008
Contact Terry Keane,
jtk@nctv.com

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
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