

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 52 NUMBER 6 2008

Michigan "HOT SCOT"

REPORT, RESULTS
& HIGHLIGHTS

Spinnaker
Halyard Pump

IS THE OLD TRAILER
WORTH THE EFFORT?

It's Impolite to Look
Under My Kilt

Illness
While
on Board
a Boat

Striving to be the
friendliest fleet





1st North Americans '08
1st Midwinters '08

15% OFF
on all North
Flying Scot sails!

Expires Dec. 1, 2008

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.***

Photo by Art Petrosomolo www.fsnaphotos.com



Faster by Design

www.OneDesign.com

ONE DESIGN CHESAPEAKE

Greg Fisher (410) 212-4916 greg@od.northsails.com
Allan Terhune (410) 280-3617 allan@od.northsails.com

ONE DESIGN EAST (203) 877-7627

Brian Hayes brian@od.northsails.com

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

Flying Scot® Sailing Association

One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney C. Waldrup, Executive Secretary

PRESIDENT

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

FIRST VICE-PRESIDENT

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

SECOND VICE-PRESIDENT

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

SECRETARY/TREASURER

MEMBERSHIP COMMITTEE

Diane Kampf*
185 Union Street P.O. Box 9
Linwood, MA 01525
508-847-8401 • dianekampf@charter.net

COMMODORE

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

IMMEDIATE PAST COMMODORE

William B. Ross
178 Woodstream Circle
Mooresville, NC 28117
704-564-7418 • wboss1@windstream.net

FSSA MEASURER

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

EDITOR, SCOTS n' WATER

Kay Summerfield*
1035 Horse Pen Swamp Road
Washington, NC 27889
252-946-0505 • slokay@earthlink.net

AMMENDMENT COMMITTEE

Dan Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
412-831-1042 • samoyed4@verizon.net

WEBPAGE EDITOR

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

PARLIAMENTARIAN

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

DESIGNER (1904-1992)

Gordon K. Douglass



From The President.....5

North American Championship Format Survey Results6-7

Mid-Winter Championship Notice of Race8-9

Spinnaker Halyard Pump10-11

Michigan "Hot Scot" Report.....12-13

Michigan "Hot Scot" Results14

Michigan "Hot Scot" Highlights.....15

Striving to be the Friendliest Fleet16-17

It's Impolite to Look Under My Kilt18-19

Is the Old Trailer Worth the Effort?21

Illness While on Board a Boat - TGA.....22-23

In Every Issue

New Members25

Starting Line.....26

Caveat Emptor.....26

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. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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

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

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

PROOFREADER: Marti Worthen - Fleet 48, LNYC.

STAFF EDITOR/PROOFREADER: Nancy H. Cooper (800) 445-8629.

ADVERTISING: Christina Hicks (800) 445-8629.

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

*Denotes Executive Committee Members

SCHURR AILS PENSACOLA

www.schurrsails.com

Design

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

Fabrication

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

Service

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

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



15% DISCOUNT PROGRAM NOW IN EFFECT!

Excellence in Design, Fabrication & Service

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

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

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

Check out our one design web site at schurrsails.com or call Hunter Riddle at 850-438-9354.

**1ST PLACE:
COCONUT GROVE 2007**

**1ST & 2ND PLACE:
PACIFIC DISTRICTS 2008**

**2ND PLACE:
JUNIOR LIPTON 2008**

MADE IN AMERICA



From the President

by Barbara Griffin, FS 2259



Dear fellow sailors,

Welcome to 2009 and the new *Racing Rules of Sailing* rule book. There have been several changes, especially in mark roundings, so I recommend that you familiarize yourselves with these new rules. The book will be mailed out in late October or early November to all current US SAILING members.

As you know, we did an extensive survey after the NAC at Toms River, in regard to the future format of the event. We appreciated your favorable responses to the opportunity to provide thoughtful input. I want to personally thank all of you who took the time to respond, especially with your comments. Dan Goldberg has been working hard to tabulate and evaluate the results. They will be posted shortly.

Our next big event will be the Midwinters, in St. Petersburg, Florida, March 23 – March 27. We had a great turnout last year, and we are hoping to see even more of you at this year's regatta. We will again be offering the Top Gun School, with Greg Fisher leading it. It was a huge success last year, with standing room only. Also, FSSA will be hosting a Sunset Beach Party on Monday evening, before the racing begins on Tuesday. Our racing schedule includes up to eight races over the four days, Tuesday through Friday. (This is a change from the Monday-through-Thursday racing schedule of 2008.)

I want to share with you an amazing, very special, unique trophy that was recently presented at the VISA Regatta, held by the Virginia Inland Sailing Association at Smith Mountain Lake, Virginia. Billy Rhodes, a retired captain, USNR, was regatta chair and conceived the idea of this trophy. No one was aware ahead of time of what the

trophies were. At the award ceremony, Don Smith, FS 5757, first place, was given an envelope and asked to read it aloud. It was a very emotional moment. This is what Don saw and read:



Accolades to Billy and his club! As I write this in early October, in the midst of a lot of uncertainty and lots of upheaval, I can truly appreciate that there are those out there who still have their priorities in order. It was so very heartwarming to me to hear of this award. I know it will be a wonderful memory and be cherished forever by the top two recipients in both divisions. Especially in this time of national and international crises, patriotism is paramount.

Enjoy these winter months, in anticipation of all the good sailing and racing that are awaiting you in the new season.

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**

North American Championship Format Survey Results

BACKGROUND

Until 2007, the NAC had used the traditional 5-day format: a 3-race Qualification series held Monday and Tuesday, and a 5-race Final series held Wednesday through Friday. In 2007 and 2008, a 6-race 3-day format was used, with no Qualification races. Participants selected their own Division (Championship or Challenger). Feedback from and surveys of competitors in those events indicated that some preferred the 3-day format.

CURRENT SURVEY

In order to reach a broader segment of NAC participants, the FSSA Amendments Committee sent a survey request to the entire FSSA membership. People who had sailed in previous NACs, or who were thinking about participating in future NACs, were invited to respond. Just over 100 responses were received. The respondents were mostly experienced NAC sailors (90%), fairly equally divided between Championship and Challengers. Thus a good cross-section was obtained. Many responders stated that they appreciated the opportunity to provide input on this important issue.

FORMAT

For the racing format, four options were provided: (1) retain the 5-day format, (2) change to the 3-day format, (3) change to a 4-day format by sailing all the Qualification races on one day, or (4) change to a 4-day format without a Qualification Series

(same format as MidWinters). The results were as follows:

5-day format:

44% strongly agree or agree;
45% strongly disagree or disagree

3-day format:

49% strongly agree or agree;
43% strongly disagree or disagree

4-day format with Qualification Series:

44% strongly agree or agree;
38% strongly disagree or disagree

4-day format without Qualification Series:

25% strongly agree or agree;
57% strongly disagree or disagree

For those who preferred the 3-day format, time away from home (60%) and cost (25%) were the most frequently cited reasons.

OTHER OPTIONS

3 races per day if the 3-day format is used:

64% strongly agree or agree;
27% strongly disagree or disagree.

3 races per day if the 5-day format is retained:

39% strongly agree or agree;
45% strongly disagree or disagree.

To prevent "sandbagging," carry over the Qualification Series placing to the Championship Series:

20% strongly agree or agree;
62% strongly disagree or agree.

OTHER FINDINGS

- Sailors who did not attend the 2007 or 2008 NAC were equally divided between the 3-day format and the 5-day format.
- Sailors who did not attend previous NACs but did attend the 2007 or 2008 NAC favored the 3-day format (60%) to the 5-day format (35%).
- Sailors who have never attended a NAC, although few, favored the 3-day format.

DISCUSSION

The current survey results show that preferences are divided among the first three options, with no overwhelming mandate for any specific option. In fact, none of the options received a majority (more than 50%) of the vote. A clear majority did not like the fourth option (4-day format with no Qualification Series).

Based on comments received, here are the pros and cons of each format:

FORMAT	PROS	CONS
Current (5-day with Qual)	<ul style="list-style-type: none"> Retains the integrity of a true National Championship. The NAC should be a step above a shorter regatta. Allows for flexibility if one day is lost due to bad weather, too much wind, or lack of wind Distinguishes the FSSA from all other classes Provides time for a relaxed week and an "extended sailing family" reunion Provides incentive to come for those with long distances to travel It has worked well for 50 years, so "if it ain't broke, don't fix it!" 	<ul style="list-style-type: none"> Compared to a 3-day regatta, requires more time away from home and higher cost
3-day without Qual	<ul style="list-style-type: none"> Removes two days from the schedule, thus reducing time away from home and cost 	<ul style="list-style-type: none"> Many people will not drive long distances for a 3-day regatta No clear mandate for a change Decreases the integrity of a National Championship Solves a problem that does not exist
4-day with Qual (all Qual races sailed on one day)	<ul style="list-style-type: none"> Removes one day from the schedule, thus reducing time away from home and cost Maintains the integrity of the NAC, by retaining all 8 races If racing is held Tuesday through Friday, it would provide those with a 2-day drive sufficient time to arrive late Sunday and measure in on Monday Eliminates a "wasted day" that has only one Qual race Would allow Womens and Juniors to race Monday, thus giving them more time to prepare 	<ul style="list-style-type: none"> Does not allow for flexibility if one day is lost due to bad weather, too much wind, or lack of wind May be regarded as a poor compromise between the 3-day and 5-day formats, thus satisfying no one.
4-day without Qual	<ul style="list-style-type: none"> Removes one day from the schedule, thus reducing time away from home and cost 	<ul style="list-style-type: none"> A clear majority of those polled voted against it Duplicates the Mid-Winter format

AMENDMENTS COMMITTEE COMMENTS

The Amendments Committee conducted the survey at the request of the FSSA President, because we believe that it is important to listen to you, our members and consider your input. We would like to thank everyone who took the time to participate. Because of the diversity of opinions in the survey, the Amendments Committee recognizes that it will not be possible to make everyone happy.

WHAT'S NEXT?

Because the current format of the NAC is specified in the FSSA Bylaws, any change must be approved by the Board of Governors (BoG). Therefore, the BoG will discuss this item at the Mid-Winter BoG meeting, and vote on whether a change to the NAC format should be made. The Amendments Committee has recommended that the BoG consider the following items in their discussion: (1) the survey results; (2) the pros and cons of each option, as listed above, and (3) the need to maintain the integrity of our most prestigious national regatta.

Respectfully submitted,
FSSA Amendments Committee:
Dan Goldberg (Chair)
Charles Buffington
Barbara Griffin
Courtney Waldrup

NOTICE OF RACE

FLYING SCOT® MID WINTER CHAMPIONSHIP

MARCH 23 - 27, 2009 • HOSTED BY ST. PETERSBURG YATCH CLUB • ST. PETERSBURG, FL

1. **Rules:** The regatta will be governed by the current rules as defined in The Racing Rules of Sailing (RRS).

2. **Eligibility:** The regatta is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Entrants may select either the Championship or Challenger Division, except that any past North American or Midwinter Championship Division or Challenger Division winner shall sail in the Championship Division.

3. **Registration:** Eligible boats may enter by mail using the form available on www.spyc.org, or at the regatta site beginning Monday at 1200. Registration, including selecting either the Championship or Challenger Division, must be completed by Monday at 1600. Sailing Instructions will be available at registration and at www.spyc.org.

4. **Measurement:** Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Measurement Committee.

5. **Bow Bags and Transom Ports:** The FSSA Class Rules have been changed, effective 1/1/2009, and now require bow bags and transom ports for all boats without exception for this regatta.

6. **VHF Policy:** The FSSA rules permit carrying a VHF radio aboard at all times. Competitors may monitor the Race Committee working channel. However, VHF radios shall not be used while racing, except in an emergency.

7. **Fees:** The entry fee is \$220 per boat. This includes: the Monday FSSA hosted "Sunset Beach Party," dinners for two people on Wednesday and Friday, all racing, trophies and the Florida sales tax. US Sailing Members, current as of 3/27/09, may deduct \$25 from the entry fee by sending a copy of the US Sailing Membership Card along with entry. Entries received and paid by March 5 may deduct \$20 from the entry fee. Thus the early entry fee is \$175. Mail, email, or fax entries to Phyllis Eades - contact information below.

8. **Schedule:** The SPYC is closed on Monday. "SPSC" is the St. Petersburg Sailing Center. See detailed "Event Schedule" for more information at www.spyc.org.

Mar. 22	1630-1930	SPSC becomes available for boat/trailer parking
Mar. 23	0800	SP Sailing Center Gates unlocked
	0900-1100	FSSA Executive Committee meeting at SPYC Regatta Room
	1200-1600	Registration at SP Sailing Center (2 nd floor)
	1300-1530	FSSA Board of Governors' meeting at SPYC Regatta Room
	1800-1830	Competitors' Meeting @SPYC Pass-A-Grille
	1830-2030	FSSA hosted "Sunset Beach Party" @SPYC Pass-A-Grille
Mar. 24	0900-0945	Top Gun Kick-off Session at SPSC classrooms (1st floor)
	1100	First Warning signal
	1700*	Top Gun Debrief Session at SPYC Regatta Room (1st floor)
Mar. 25	0900-0945	Top Gun Pre-race Tune-up Session at SPSC Classrooms
	1100	First Warning signal
	1700*	Top Gun Debrief Session @ SPYC Regatta Room (1st floor)
Mar. 26	0900-0945	Top Gun Pre-race Tune-up Session at SPSC Classrooms
	1100	First Warning signal
	1700*	Top Gun Debrief Session @ SPYC Regatta Room (1st floor)

Mar. 27	0900-0945	Top Gun Pre-race Tune-up Session at SPSC Classrooms
	1100	First Warning signal
	1500	No warning signal after this time

Up to three races may be run each day.

9. **Venue:** Launching and hauling will be at the SPSC on Demens Landing, one block SE of the SPYC. No vehicle parking is permitted at the SPSC. Racing will be in Tampa Bay, East of the St. Petersburg Municipal Pier.

10. **Courses:** Courses are illustrated on pages 117-119 of the US SAILING RRS.

11. **Scoring:** Up to eight (8) races are scheduled. All races will be scored. One race is required to be completed to constitute a Championship.

12. **Trophies:** Trophies will be awarded to the skippers and crew of the first seven boats in the Championship division and the first three boats in the Challenger division. Additional trophies provided by FSSA include: Championship Division 1st: Mary Meno Perpetual Trophy Challenger Division 1st: Brenda Pollack Perpetual Trophy Sportsmanship (voted on by the sailors)

Allan M. Douglas Trophy

13. **Disclaimer of Liability:** Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14. **Further Information and Contacts:** Accommodations; Entry Form; Event Schedule; General Information with Tips, Maps & Parking; Racing Area Chart; Sailing Instructions; Tide Tables visit the SPYC website: <http://www.spyc.org/club/scripts/section/section.asp?NS=PR>

Robert Birkenstock, 727-410-7999 (cell)

Email: birky@tampabay.rr.com

Phyllis Eades, Sailing Secretary

St. Petersburg Yacht Club

11 Central Avenue

St. Petersburg, FL 33701

Matt Bryant, 727-692-3777 Cell

Email: matt@pHYPERLINK <http://rismvnm.com> rismyarn.com

Phones: 727-822-3873 (office)

Email:

727-895-4779 (fax)

spsailsec@tampabay.rr.com

ACCOMMODATIONS

Flying Scot Sailors,

Please remember March is "High Season." Rates everywhere are high and reservations must be made early. I have blocked out some rooms at properties that are typically "sold out" during the spring tourist season so that competitors will have some options that are within walking distance of the Club and Sailing Center. Although the following arrangements have been made, each individual may have better opportunity to negotiate the best rate by claiming AARP, AAA, Senior, Corporate, Military, or other rates that best suit the individual's circumstances.

Ponce De Leon has set aside 15 Standard Rooms at the rates of \$89 [1 Full bed] or \$99 [1 Queen bed] + tax per night. The Ponce De Leon is directly across Beach Drive from the Yacht Club. Parking in their lot is \$7 per all day. To get these rooms you must call for reservations BEFORE February 18, 2009. To reserve one of the rooms call the property directly @ 727-550-9300 and refer to the Flying Scot Regatta confirmation # 40974. Since the hotel is being renovated, be sure you understand what you will be getting. If you have other questions ask for Erica Lill. The Ponce De Leon website link is www.PonceDeLeonHotel.com

Continued On Page 21

NOTICE OF RACE (continued)

FLYING SCOT® MID WINTER CHAMPIONSHIP

MARCH 23 - 27, 2009 • HOSTED BY ST. PETERSBURG YATCH CLUB • ST. PETERSBURG, FL

Hampton Inn & Suites has set aside 25 Standard Rooms at the rate of \$194 + tax per night. The Hampton is directly across Beach Drive from the Yacht Club. Parking in their garage is X10 per night. To get these rooms you must call for reservations BEFORE February 18, 2009. To reserve one of the rooms call the property directly @ 727-892-9900 and ask for the Flying Scot Regatta rate. The Hampton Inn & Suites website link is www.stpetehampton.com

Courtyard by Marriott, has set aside 15 rooms at the rate of \$149 + tax per night. The Courtyard is a 4 block walk from the Yacht Club. The valet parking rate is \$10 per dal., in/out all dale. However, ample free parking is available across the street in a parking area surrounding the Synovus Bank - do not park a trailer there. To get rooms you must call for reservations BEFORE February 17, 2009. To reserve one of these rooms call the property directly @ 727-450-6200 and ask for the Flying Scot Regatta. The Courtyard by Marriott website link is: Flying Scot Mid Winter Championship

Hotel Indigo has set aside 15 rooms at the rate of \$189.95 + tax per night. The Hotel Indigo is a 3 1/2 block walk from the Yacht Club. The room rate also includes parking on the property. To get these discounted rates you must call for reservations BEFORE January 28, 2009. To reserve one of these rooms call the property directly @ 727-822-4814 or the direct toll free 800-283-7829 and ask for the Flying Scot rate. The Heritage Holiday Inn website link is: <http://www.theheritagehi.com/>

Additional Information

Two motels that have been popular in the past are the BEST WESTERN GATEWAY INN 6638 4TH Street N, 727-525-1800, and the COMFORT INN, 2260 54th Avenue N, 727-362-0075. At this time, they are unable to give us a group rate but you may try them later in the year.

If you prefer to camp, there is the spectacular FT. DESOTO CAMPGROUND on Tierra Verde. There are 236 sites for tents or RV's and most are within ten feet of the water. The rate for tents, pop-ups, and vans is \$33.60 and for RV's is \$39.20. This rate includes full hook-ups, showers, and laundry.

Please get further information at 727-893-9185 or their website: <http://www.pinellascounty.org/park>. RESERVATIONS ARE ACCEPTED 6 MONTHS TO THE DAY BEFORE YOU WISH TO ARRIVE. The campground fills up almost instantly. They advise the best way is to make reservations online at 12:01 AM. For example if you are arriving February 27, 2009, you need to make reservations at 12:01 AM August 27, 2008.

There are other hotels and bed and breakfasts within a few blocks walking distance of the Club, and many, many more within a 15-20 minute drive. Accommodations range from one- to four-stars, and are priced accordingly. This is a very busy time in St. Petersburg and the peak of the winter season, so early reservations are essential and rates are more expensive than non-tourist areas in other parts of the country.

For additional information about accommodations in the St. Petersburg area visit the SPYC website link below:

http://www.spec.org/club/scripts/library/view_document.asp?CLNK=1&GRP=4560&S=NAV&NS=PUBLIC&DID=11679&APP=80

Ed Birkenstock
Robert H. Birkenstock
Event Chairman
Cell Phone: 727-410-7999; email: birky@tampabay.rr.com
Enclosure: Map Follows

FS[®] RACING.com

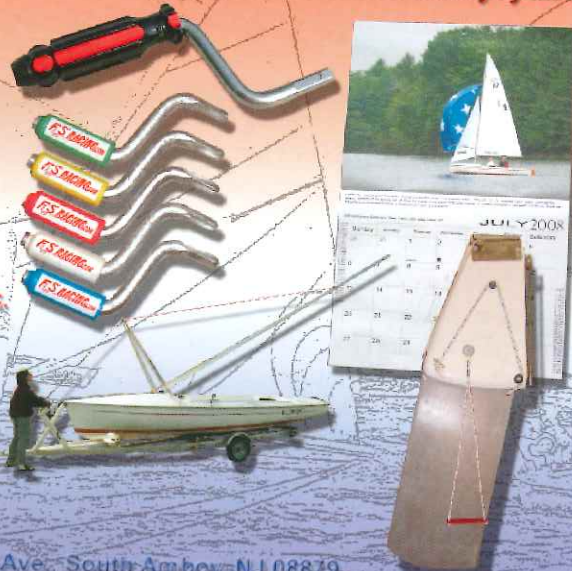
Making your Sailing Experience More Enjoyable

- ✓ Stainless Steel Winch Crank w/ Handle - \$29.95 ea.
- ✓ Standard Winch Crank w/ Handle - \$8.99 ea.
Available in Green - Yellow - Red - White - Blue
- ✓ MasterHelper - Mast Stepping Device - \$139.95 ea.
- ✓ Flying Scot Wall Calendar - \$15.75 ea. Ships in early Dec.
- ✓ Always Ready Boarding Ladder - \$29.95 ea.

We Sell All OEM Parts and Accessories

Call or Visit our stores on the Web

www.FlyingScotRACING.com www.NeffPhotography.com



(321) 721-8520 • fs2929@optonline.net • 349 Ward Ave. South Amboy, NJ 08879
Flying Scot® and Flying Scot Logo are registered trademarks of Flying Scot, Inc.

Spinnaker Halyard Pump

by Jim Davis, FS 784

Michigan-Ontario District Governor

There are a lot of ways to raise a spinnaker. Five years ago, I tried something different and it has worked out quite well. It's called a spinnaker halyard pump.

For many years we used the original "double-ended" halyard that went from chain plate to chain plate, brass rings and all. This is hard to beat for simplicity and low cost, but it's awkward for racing, with so much of the spinnaker work (halyard, topping lift, chute, guy hook) forward. It puts a high work load on the crew. When I decided to re-rig the boat, making it easy to handle under racing conditions was the first priority. There were two objectives:

- Allow the work load to be divided up between helmsman and crew
- Simplify the handling and keep the line clutter down.

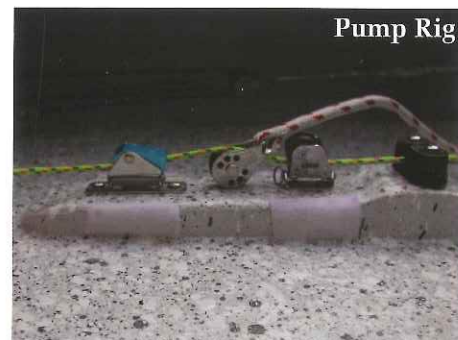
I chose a solution that has been around for many years in other classes like the 505, 470, Flying Dutchman, Fireball, and Thistle. (I got my information from the 505 and Fireball Web sites.) It easily allows one-handed spinnaker hoists by the skipper. You can steer the boat with the other hand--seated or standing--and look where you're going. Takedowns are easier for the crew because of the "drag" on the halyard. The spinnaker doesn't suddenly drop, because the halyard always has some tension on it. It is pulled down under control and stowed, and the halyard doesn't kink or tangle. This system, based around a "spinnaker pump," proved very easy to work with. The Flying Scot installation was done entirely in the field. The original hardware is still in use after five seasons, and only the halyard was replaced after three years.

The halyard pump uses four small pieces of hardware installed close together. In this picture, you are looking at the

port side of the cockpit, aft of the center-board trunk; the bow is to the right. The first item, from right to left, is a cam cleat that the halyard feeds through. The cam cleat is raised slightly in order to give a clean feed to the flip-flop block. Despite the political overtones, the flip-flop provides the system with consistent flexibility and allows the skipper to be anywhere in the aft cockpit during the hoist. The halyard passes through the inverted bullet block with lanyard. The skipper pulls on the lanyard for each pump stroke. The final piece is the small blue-and-silver Northfix pump cleat (sometimes called a rat cleat). The pump cleat functions like a valve. It temporarily fixes the halyard during the pump cycle as the skipper pulls on the lanyard. In the second picture, we see a pump cycle. At the pump cleat, the halyard is stopped and cannot feed in either direction. However, the halyard will draw from right, and several feet of halyard pass through the cam cleat on each stroke. When the lanyard is relieved (goes back to rest), the halyard slack behind the cam cleat is now pulled through the pump cleat.




There is a second essential part of the system. It will not work without this. It is the halyard take-up. The pump requires a lot of tension to pull the slack halyard through the pump cleat when it is released. A clothesline retractor is not sufficient. I use a reverse-purchase 1:4 block & tackle; it consists of two double



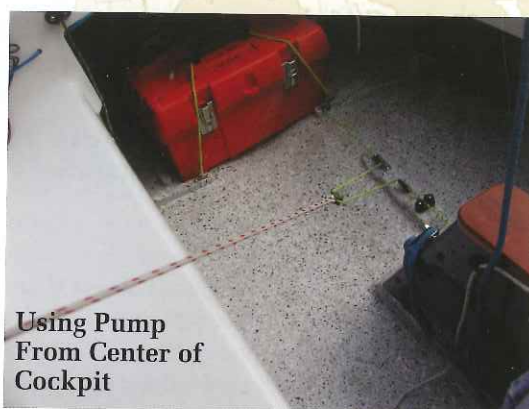
blocks. One is fixed to the boat; the other is pulled by shock-cord. On a Flying Scot, you need to handle about 20 feet of halyard, so the total throw range of the blocks is about 5 feet. In order to keep enough tension on the blocks, I used 30 feet of 3/8 shock cord. The shock cord is routed around the inside of the hull. It starts under the port seat, goes forward to the bow, back to the transom, and forward again. I glassed in some wood pads to the sides of the hull about 5 feet aft of the bow. A block is secured to these and the shock cord feeds through. There is another wood pad on the cockpit sole beneath the forward end of the starboard seat. A clam cleat is mounted here. The shock cord has an 8-foot length of 1/4 line attached to the end. This line goes to the cam cleat and adjusts the halyard tension.

The halyard is 5/32 line. The routing I used requires 55 feet of halyard. My original estimate was short. I had to splice on the extra 5 feet of blue line you see in the photo. The line changes direction a lot as it routes through the blocks and picks up a lot of torque. I used fishing spinners at the attachment points to relieve some of the twist. We originally used a swiveling "doggie-clip" at the spinnaker head attachment. This year, we just tied it on for simplicity and weight reasons. However, we seemed to have more spinnaker twist issues during races than

before. I speculate that the halyard gets torqued during several hoist-douse cycles and expends the torque on the spinnaker during the hoist. This is intermittent and not a problem, but it is a bit inconvenient when it happens. I'll try some tests next spring to sort this out.

The chute goes up in four or five short pulls. All spinnaker-related controls (sheet leads, topping lift, cleats) are in the center of the boat, so skipper or crew can share the workload. Douse and retrieval is much, much easier. The skipper just flips the halyard out of the cam cleat with toe or finger. There is enough pull on the halyard that the spinnaker won't dump and fall in the water. The crew pulls it in and stows it at their own pace. Even if you don't use the pump, I would highly recommend the reverse-purchase, shock cord take-up system. All halyard slack is taken up, and there are no tangles to jam. Using the pump system has been a joy and I would strongly recommend it. 

Tension Control on Spinnaker Take-up Shock Cord

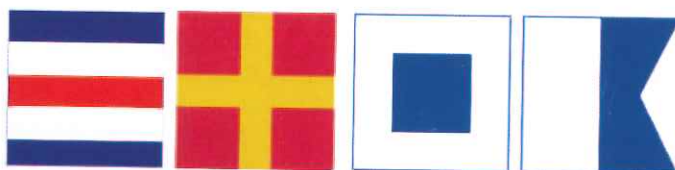


Using Pump From Center of Cockpit

CRSA

CORAL REEF SAILING APPAREL

888.224.0641



WWW.CORALREEFSAILING.NET

ONLINE CATALOG AND NEW LOWER PRICES

CUSTOM ARTWORK DESIGN

CUSTOM TEAM LOGO APPAREL

ON SITE INVENTORY FOR YOUR EVENT

PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA

SELL YOUR EVENT PRODUCTS IN ADVANCE

WE STAFF YOUR EVENT

NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND
FLYING SCOT 50TH ANNIVERSARY APPAREL



Gill

Columbia
Sportswear Company

extrasport

ADAMS
NEW YORK • PARIS • MILAN

Michigan "HOT SCOT"

Report

by Michael Ehnis, FS 4336

Since 2001 (except for 2002), it has been the duty of the skipper of FS 4336 from Fleet 20 at Portage Yacht Club to put into writing the goings-on of the annual Michigan "Hot Scot" Regatta. This year, the reporter-at-large (RAL) decided to take the winning skipper to task in a one-on-one interview to get the real scoop as to his success. In an unusual twist of fate, the winning skipper for this year's regatta also happened to be the RAL. So with the blessing of Governor Davis and throwing objectivity out the door, our RAL met with his alter ego recently one evening in his home. With the lights turned down low, candles burning brightly, and the song "Lord, It's Hard to Be Humble" playing in the background, this is what our RAL was able to extract from a very gleeful regatta winner.

RAL: So how did it feel to win this year's event?

Sailorboy 4336:

With so many good sailors, it was a relief. It took 17 years of participating to get there, and I used all three of my lifelines to do it.

RAL: What kind of preparations did you make for this year's regatta?

Sailorboy 4336:

For me, racing is as much about fashion as anything. I carefully picked out each outfit for the day's racing. My motto is, "If you are looking good, you are sailing even faster." I also spent quite a bit of time working

out/exercising (I do so five days a week), which greatly affects my motto.

RAL: What I really mean is, what about preparations to your boat?

Sailorboy 4336:

Oh, yes, the boat, for without her there wouldn't be all the accolades. She has been through a lot over the years (it's a good thing she cannot talk). I have tried all the rig types (tight, loosey-goosey, and snug) and have settled, for the time being, on the snug. My rake is 28' 4½" with 100 lbs of tension, or at least it was when I set it up this way back in July (almost three months ago). Of course, I take more of a "set it and forget it" approach to my racing and only revisit such adjustments if I'm stinking it up on the racecourse. I prefer to concentrate on boat handling. Believe it or not, I actually follow all that stuff the sailmakers preach in their tuning guides. Their suggestions really work.

RAL: So you switched rigs? Why?

Sailorboy 4336:

Initially, to test my sanity. Next, to help my co-skipper/crew for club racing, Ela Sliwerska, who has only a year on the helm under her belt and is patiently learning our game. I found that the loose rig made it just too tough for her to change gears and get into any rhythm going upwind (a wonderful way to test my patience). Though there is still gear-changing, I find the snug rig makes it a lot easier for her and me to get the boat "in the groove" (it's wider) and find those gears. When this happens,

my boat is moving, allowing it to point and take advantage of all the little things the wind does on our lake. For me, it's these little things that make the difference between doing good and doing great. I also like a snug rig for the simple fact that my rig isn't bouncing all over the place when confronted with lighter air—washing-machine-like conditions from lunatic motorboaters pulling screaming kids on tubes (this so upsets my feng shui, not to mention the slot between my main and jib).

RAL: What about your sails?

Sailorboy 4336:

Well, prior to the regatta, the main was old (I mean real old—seven years) and a bit past its prime. So I went down to my basement where I had a brand-new mainsail fermenting away for the same period of time, and I sent it back to Greg Fisher to have it re-cut so I could try the new North AP main (shameless plug #1), which is designed for my average crew weight and inland lake sailing. This turned out to be a fortuitous decision. For the spinnaker, I'm using a Gus crosscut (shameless plug #2), which I really like. It's easy to fill on all points of sail downwind and always has a nice shape.

RAL: How about your rigging?

Sailorboy 4336:

Since I work at Midwest Sailing (shameless plug #3), I'm always trying and evaluating different equipment and running ideas by our service manager, Rick Lyons (who is the engineering brains of the operation). Currently I use 3/16" line for every-

thing except the mainsheet. Recently I installed an 8-mm Robline®, which I find goes through the blocks very smoothly and really allows for feeling the gears when sailing upwind. Over the years I have acquired the title "Mr. Velcro Shoes," for my natural talent for getting lines wrapped around my legs, particularly those pesky spinnaker sheets. In an effort to avoid killing myself (and thus any chance at winning this regatta, or any other, for that matter), I have installed retractor reels to the end of each spinnaker sheet, so I have a nice clean cockpit and almost always good sets and takedowns of the spinnaker.

RAL: How about your crew? Sailorboy 4336:

My "A-lister," Ela, wasn't available, so I went deep into the playbook and collared Tom O'Brien, a good friend and former Midwest Sailing colleague of mine. Tom actually got me interested in racing the Scot back in 1989. He taught me all the tricks on jib trim, weight placement, and taming the spinnaker in FS 4336 back then, when we borrowed the boat from its original owner, Marilyn Poulter. For the past 10 years, Tom has lived out-of-state and has been racing/crewing on big boats. So for the first time in 20 years, we "reunited the band," with us switching roles. (Tom's brother owns Scot 3316; I hope someday he will fix her up and join our fleet.)

RAL: So how do you jump into a boat with a crew that you haven't sailed with in such a long time and what, if anything, did you two do to get the most out of your boat?

Sailorboy 4336:

This is usually very difficult, since defining your crew's role and adapting to one another takes more than a couple of races. But, with Tom, I brought along a can of WD-40 to spray off the rust, and we quickly meshed. We decided that his responsibilities would be to find the wind (he has the nose for it, like a bloodhound) and be our tactical genius (or dunce, depending upon our final standings). My job was to keep the boat moving and watch the jib telltales. Tom's boat-handling skills, as well as his ability to anticipate where his weight needed to be, complemented my style of sailing. Occasionally one of us would voice a strong opinion to the other in regard to our position on the course or a boat-handling technique. When this occurred, we usually went with that person's "feeling" or advice/suggestion, as it almost always was the right thing to do. Sailing a Scot is a team game.

RAL: What advice to you have for sailing in light air (0-6), as this regatta had?

Sailorboy 4336:

Pray for heavier air. When that doesn't work, you had best a) be very patient and ride out fake headers, b) keep your eye on those jib telltales, c) don't over-trim sails, d) don't over-steer, and, most importantly, e) don't pinch. For this regatta, we really focused on the last point by frequently playing the roles of two mad scientists in a lab, testing how high we could go on the windward legs. Tom would communicate to me that he was easing the jib just a bit when the boat felt a bit slow. If we found the sail still full and the boat driving, we would move it up a degree or two and re-trim the jib (and the main a bit, too) with the upper batten parallel to the centerline of the boat. If he eased just a hair with the boat losing even more power, I would adjust down a degree to get back "in the groove" where we would again get maximum speed and power. We made many gains all weekend by doing this. If the boat still felt slow, we cleared the centerboard and rudder, because we had plenty of weeds to contend with all weekend.

RAL: So what will you do for an encore next year?

Sailorboy 4336:

There's a next year? Oh, boy....

2008 Michigan Hot Scott Regatta September 20-21

CHAMPIONSHIP FLEET

Sailed:5, Discards:0, To count:5, Entries:11, Scoring system:Appendix A

Rank	Sail No.	Helm	Crew	Club	R1	R2	R3	R4	R5	Total
1st	4336	Michael Ehnis	Tom O'Brien	Portage #20	5	3	3	1	2	13.75
2nd	784	Jim Davis	Marie Davis	Portage #20	3	4	6	5	1	18.75
3rd	4490	Ernie Dieball	Jacqueline Dieball	North Cape #00	1	8	4	3	4	19.75
4th	5855	Forest Rogers	Brad Glance	Portage #20	4	2	1	4	10	20.75
5th	5193	Bill Pfund	Olivia & John Pfund	Gull Lake #15	7	5	2	9	3	26.00
6th	3288	Brian Hawkins	Suzy Hawkins	Portage #20	2	7	7	7	8	31.00
7th	4979	Steve Last	Libby Stefanowski	Crystal #41	9	1	11	6	6	32.75
8th	3854	Jack White	Bruce Bongiorno	Portage #20	6	9	5	2	11	33.00
9th	568	Jerry Best	Larry Best & Chuck King	Portage #20	8	6	9	8	5	36.00
10th	3228	Fritz Wagner	Todd Moore	Portage #20	10	11	10	10	7	48.00
11th	4351	BJ Johnson	Tina Johnson	Portage #20	11	10	8	11	9	49.00

CHALLENGER FLEET

Sailed:5, Discards:0, To count:5, Entries:2, Scoring system:Appendix A

Rank	Sail No.	Helm	Crew	Club	R1	R2	R3	R4	R5	Total
1st	4764	Anne Bellew	Tom Porter	Crescent #182	1	1	1	1	1	3.75
2nd	1757	Rick Jarzembowski	Steve Zawacki	Portage #20	2	2	3	2	2	11.00

2008 Michigan Hot Scot Results



1st Place
Michael Ehnlis
Tom O'Brien



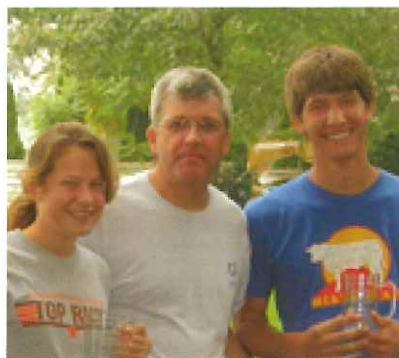
2nd Place
Jim Davis
Marie Davis



3rd Place
Jacqueline Dieball
Ernie Dieball



4th Place
Brad Glance
Forest Rogers



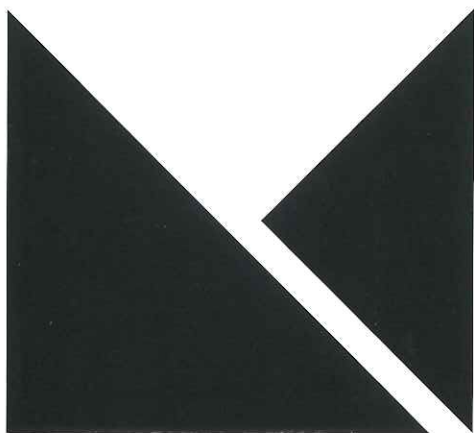
5th Place
Bill Pfund
Oliva & John Pfund



Challenger Champions
Tom Porter
Ann Bellew

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

ryan@madsails.com | www.madsails.com | 608-225-4287

Mad Sails | 2528 Todd Drive | Madison, WI 53713

2008 Michigan Hot Scot Highlights



Striving to be the “FRIENDLIEST FLEET”

by Tom Porter

Flying Scot Fleet 182 at Crescent Sail Yacht Club made great strides this past year. Hosting the Michigan-Ontario Districts was the most sizable stride of all.

Our club is right on Lake St. Clair, part of the Great Lakes water system, in beautiful Grosse Pointe Farms, Michigan. Immediate access to the lake, wide open water, and vistas clear to Canada make it a great venue. Despite these features, the Scot fleet has struggled in recent years to have enough participants for competitive racing. In 2005, when my wife, Anne Ballew, and I took our first Adult Learn to Sail (ALtS) lessons at Crescent, there might only be two or three Scots racing in a typical Wednesday evening or Sunday morning club race. Our Thistle fleet, by contrast, was typically represented with 10 or more boats on the line.

Last year, interest in the Scot program grew as we recruited eager sailors from the ALtS program and otherwise. The five club-owned Scots used for ALtS are also available, for a modest fee, to “crew members” of the club; it is hard to imagine a better deal. The fleet is rounded out by several privately owned boats, including FS 4764, which Anne and I acquired last winter and renamed *Hot Tub*. Recruiting was also aided by our goal of being the “friendliest fleet.”

Over the winter we held monthly meetings to build camaraderie and plan for the 2008 season. Several of us also joined in with the Thistle fleet’s “Yachty Karate” program, which gathers on winter Friday evenings to review the Racing Rules of Sailing.

By early spring, we learned that there was a chance for Crescent to host the Michigan-Ontario Districts, and Fleet

Captain Tim Blachut urged us to go for it. This seemed like a big challenge, because most of our fleet members have less than four years’ experience racing Scots, and quite a few have less than four years’ experience sailing anything. Planning the event called for dividing up responsibilities among many individuals. We relied on Tim and veteran Scot sailor Forest Rogers (a member at both Crescent Sail and Portage Lake) for wise counsel. Anne did a lot of research and used her organizational skills to keep us on track.

The date came very early in the season—it was the weekend of June 7-8. Tim, a talented organist and singer, opened the skippers’ meeting by leading the a *cappella* singing of the national anthem and, for this “international” event, the Canadian national anthem as well. District Governor Jim Davis from Portage Lake shared a few remarks, and Principal Race



Officer Jim Dixon explained the windward-leeward course.

The event started with 14 Scots on the line, 11 of them in the championship division. On Day One, the weather cooperated, giving us wind velocities in the mid-teens, as well as interesting wave action, and we were able to get in three races.

The winter study came in handy, as there were several incidents calling for application of the Racing Rules of Sailing. In the very first race, yours truly gave bad coaching at the start to helmsman Anne, and we were called over early. A photo snapped by official photographer Ralph Deeds moments later shows all the boats beating nicely to windward except one--our *Hot Tub*--headed back to correct the violation. In a later race, one of the visiting sailors ended up with an unfortunate disqualification, again based on an OCS violation. The wrong boat corrected a violation it didn't commit, probably due to the confusing similarity of two hull numbers (3288 and 3228).

On Day Two, the winds were more than 20 knots, and after about an hour delay, the race committee made the only sensible decision--canceling the rest of the event--meaning that the Day One standings became final.

Despite a number of strong competitors, the Forest Rogers/Mike Wesner team proved unstoppable. They placed first in each race. Jim Davis, with spouse and crew Marie, came in second. Steve Last, helped by Steve Rajkovich, both of Crystal Lake, Michigan, took third place. The top Crescent Sail finishers were Fleet Captain Tim Blachut, with crew John Zettner, in fourth place. B.J. and Tina Johnson, from Portage Lake, won the challenger division. The trophies were beautiful sailboats made by Crescent member and expert woodworker Bill Webster.

Despite the weather on Day Two, it was great fun for Crescent's Fleet 182 to plan and participate in this regatta. Subsequently, we found a high level of engagement with the Scot racing program. Many of our club races over the rest of the season had five to seven Scots participating. We look forward to another great year in 2009. ▲



It's Impolite to Look Under My Kilt

by Jim Davis, FS 784

Michigan-Ontario District Governor

The Michigan-Ontario District is home to several of the oldest fleets in the FSSA. One of these, Fleet 20 at Portage Yacht Club (PYC) in Pinckney, Michigan, has the distinction of being the most easily recognized fleet in the class. Yeah, we're the ones in the kilts.

While not the first Scot sailors to wear kilts—the late Graham Hall is remembered fondly by many for his sartorial splendor—the PYC bunch are perhaps the most recent and shameless. Here is the story of how a small group of modest Midwesterners overcame their natural reticence and got in touch with their inner Scot.

There are two fleets at PYC—Interlakes and Flying Scots. To those not familiar with the Interlake, think 18-foot Snipe with a spinnaker. They're good boats—designed in the 1930s and contemporaries of the Lightning, Comet, and Snipe. Sandy Douglass even built a few back in the day. The class is concentrated in Michigan and Ohio and has produced its own fair share of first-rate sailors. There is also an intense rivalry between the two classes on Portage Lake. We used to have a joint event with the Interlakes in late September called the Hot to Trot Regatta. There would be a party on Saturday that was sort of a low-key version of Jets vs. Sharks.

At one of these parties, our colleagues spontaneously suggested that we have a debate (of sorts) about the two boats: one of those “Top reasons an Interlake is

better than a Flying Scot (or vice versa)” things. Well, it was obvious they had put several months of work into this project, with pithy observations like “Planing—not just a fantasy” or “Going to windward—it can be done.” To their credit and wit, they did not resort to any “Flying Sidewalk”-type remarks. Sadly, the Scots were caught like deer in the headlights that evening and couldn't muster a proper reply. But the fires began to burn within, and a response came forth that fall during the club's annual award dinner. Two Scot sailors got up before the assembled group and argued why a Flying Scot was better than an Interlake:

- There are more of Us than there are of You.
- If we really wanted to go fast with 175 square feet of sail area, we would have bought a 505.
- Flying Scot theme song: “Scotland the Brave” (Interlake theme song: “The Wreck of the Edmund Fitzgerald”)
- Flying Scot drink-of-choice: a good single-malt whisky (Interlake drink-of-choice: a really nice Zin)
- You cannot build a Flying Scot from material and skills acquired at Home Depot.
- If the State of Ohio ever secedes from the Union, the Flying Scot class will still remain in American hands.

And so the gauntlet was thrown down and the beginning of a new fleet identity began to take root. It was suggested at the fleet winter meeting that we needed something more. The fleet began an active social schedule with potlucks after races. We had a single-malt-whisky-tasting party (including Glen Lemonade and Glen Pepsi to rather broadly define the venue...), which was a huge hit. (One of our retired fleet members still blames the author for getting him started down the road to perdition by way of Speyside.)





The fleet was having fun. That was noticed by others at the club, so we started our Inter-Fleet Outreach program. We invited the Interlakes to our functions and discovered that we actually enjoyed each other's company. When the two fleets devolved to separate September regattas (Interlakes retained the "Hot to Trot" and the Scots did the "Hot Scot"), we staffed and supported each other's regatta. The reciprocity has grown to generosity, and they have made Interlakes available to Scot sailors to participate in their event. ■

In 2006, Fleet 20 decided to do something distinctive. Oh, we had talked about the usual stuff like hats and embroidered shirts, but everybody does that, so why not something different? How about KILTS? How 'bout, indeed! The initial reaction was, shall we say, somewhat mixed. This could have made an interesting anthropological field study. Did you know there are widely varying opinions on what constitutes "manliness"? The debate volleyed back and forth for a while. Impasse loomed, only to be broken by one of the ladies, who said "Mel Gibson sure looked good wearing a kilt in Braveheart; and if they could win the Battle of Stirling whilst be-kilted, then it really shouldn't be an issue for you guys." That got us through the first round. Then came the question of which tartan we should choose. How do you pick?----

"My wife is a Farquarson of Islay."

"My grandfather was a Campbell."

"My mother was a MacDonald--and we remember Glencoe."

"I'm Irish." It was starting to take on religious overtones.

A little research quickly revealed that about 95% of the tartans were invented during a late-19th-century marketing scam when a huge Caledonian fashion fervor swept through Victorian England. Everybody wanted to be a Highlander, and the canny Scots merchants were only too happy to help them along. So taking the tartan thing seriously was not entirely warranted. We ultimately decided to make the choice not about ourselves but about the boat, so we went with the Douglass tartan.

Where would we get the kilts? A real kilt is expensive. You can easily spend hundreds of dollars for one, and the moral dilemma of deciding between a new spinaker and a kilt was considered unnecessarily cruel for sailors. We found a place on the Internet called Sportkilt.com. They had kilts that looked real enough for a fraction of the authentic price. They had the Douglass pattern, so we were in good shape. The ladies in the fleet were fine with the gentlemen wearing kilts but didn't want the parochial-schoolgirl look for themselves. Go figure. Another impasse threatened until someone noticed that Sportkilt.com also had MINI-KILTS! This opened up a blessed world of possibilities that were incomprehensible to the fashion-challenged amongst us, but we accepted it in cheerful bliss and ordered our kilts.

The fleet wore them at the club and when we traveled to off-lake regattas.

We discovered amazing things about our kilts. They were more comfortable than a bathrobe. You could change out of a soggy swimsuit under your kilt after a wet race—in the parking lot. The Velcro waistband was infinitely adjustable if you ate too much. One member did attempt to sail in the district championship wearing his kilt as a demonstration of solidarity. It didn't work too well, and he complained that it kept getting caught on his tiller extension. We didn't press for an explanation.

According to the New York Times reference book for writers, no article about kilts can be written without some discussion about what one wears under a kilt. The classic answer is "nothing"—and "Regimental" style has its own posse of adherents. Experience suggests otherwise, etiquette urges restraint, and it is entirely up to the individual. Regardless of choice, underneath it all is an abundance of confidence.

The pinnacle of this trend was the formation of the PYC Cheerleaders. This group represents the spirit of the Inter-Fleet Outreach mission and has members from both fleets. It includes a former FSSA district governor. The PYC Cheerleaders do the halftime show at the annual awards dinner with original cheers, chants, "poetry," and a generally irreverent look at sailing. And they all wear kilts. ▲

FLYING SCOT®

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

Online Store: www.flyingscot.com

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

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

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

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

Ronstan Fixed X-10 Tiller Extension...

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

Ronstan Telescopic X-10 Tiller Extension...

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

Spinnaker Pole...

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

Tapered Aluminum Spinnaker Pole...

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

Flying Scot® Embroidered Shirts & Caps...

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

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

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

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

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

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

Motor Bracket...

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

Bow Flotation Bag Kit...

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

Web Lifting Bridle...

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

Jiffy Reefing Kit...

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

Trailex Aluminum Trailer...

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



Aquameter Sailor II Compass & Mount...

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



Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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

Stainless Steel Mast Sleeve...

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



Rudder Lift System...

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

Swim Ladder...

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



Mainsail Flotation...

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

Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

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

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

Is the Old Trailer Worth the Effort?

by Rick Jarzembowski, FS 1757


In September 2004, I purchased FS 1757 from Midwest Sailing in Pinckney, Michigan. This is also where Fleet 20 resides. Fleet 20 has been just fantastic. They are encouraging and helpful to me and my crew, Steve Zawacki. We've only been racing since July 2007. I got the bug for racing on a J29 that was owned by a good friend of mine, Terry Timm, and his boat partner of nearly 25 years, Bruce Goldsmith. They told me that, if I really wanted to learn how to sail, I needed to buy a dinghy. Of course, Bruce Goldsmith thought it should be a Lightning. When I was growing up on Portage Lake,

there was not a Lightning fleet but there was a Flying Scot fleet and I always liked them, so that's how I picked a Scot to race.

So on to the topic of the story. The trailer that came with my Flying Scot was a 1970 steel Gator brand that was rusted, and the lights didn't even work, not to mention that it just looked terrible. In August, the project began with sanding and grinding all the old paint and rust away. Midwest Sailing was my source for all the new parts, which included a winch, tires, wheels, wheel bearings, lights, wiring, spring bushings, safety chains, and, of course, miscellaneous hardware. All told, I only invested about \$500

and 40 or so hours of my time. The alternative would have been to trash the trailer and buy a new galvanized trailer for \$1,100.

My motivation was to get the trailer looking good and ready for the trip to St. Petersburg in March 2009 for the Midwinters. I have to believe that FS 1757 will go at least a 10th of a knot faster because it's getting there on a shiny silver trailer!

I really enjoyed resurrecting the old trailer and feel it was definitely worth the effort. I am really looking forward to meeting new friends in Florida at the regatta. 



Travis Weisleder on his way to winning 2 of the 6 races at the North Americans!

The leader in One Design Sails!
Call Skip or Ernie for details

Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729--4777
Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1160



www.quantumsails.com

FLYING SCOT®

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

Online Store: www.flyingscot.com

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

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

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

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

Ronstan Fixed X-10 Tiller Extension...

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

Ronstan Telescopic X-10 Tiller Extension...

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

Spinnaker Pole...

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

Tapered Aluminum Spinnaker Pole...

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

Flying Scot® Embroidered Shirts & Caps...

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

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

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

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

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

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

Motor Bracket...

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

Bow Flotation Bag Kit...

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

Web Lifting Bridle...

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

Jiffy Reefing Kit...

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

Trailex Aluminum Trailer...

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



Aquameter Sailor II Compass & Mount...

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



Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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

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



Rudder Lift System...

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



Swim Ladder...

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



Mainsail Flotation...

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



Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

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

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

Is the Old Trailer Worth the Effort?

by Rick Jarzembowski, FS 1757


In September 2004, I purchased FS 1757 from Midwest Sailing in Pinckney, Michigan. This is also where Fleet 20 resides. Fleet 20 has been just fantastic. They are encouraging and helpful to me and my crew, Steve Zawacki. We've only been racing since July 2007. I got the bug for racing on a J29 that was owned by a good friend of mine, Terry Timm, and his boat partner of nearly 25 years, Bruce Goldsmith. They told me that, if I really wanted to learn how to sail, I needed to buy a dinghy. Of course, Bruce Goldsmith thought it should be a Lightning. When I was growing up on Portage Lake,

there was not a Lightning fleet but there was a Flying Scot fleet and I always liked them, so that's how I picked a Scot to race.

So on to the topic of the story. The trailer that came with my Flying Scot was a 1970 steel Gator brand that was rusted, and the lights didn't even work, not to mention that it just looked terrible. In August, the project began with sanding and grinding all the old paint and rust away. Midwest Sailing was my source for all the new parts, which included a winch, tires, wheels, wheel bearings, lights, wiring, spring bushings, safety chains, and, of course, miscellaneous hardware. All told, I only invested about \$500

and 40 or so hours of my time. The alternative would have been to trash the trailer and buy a new galvanized trailer for \$1,100.

My motivation was to get the trailer looking good and ready for the trip to St. Petersburg in March 2009 for the Midwinters. I have to believe that FS 1757 will go at least a 10th of a knot faster because it's getting there on a shiny silver trailer!

I really enjoyed resurrecting the old trailer and feel it was definitely worth the effort. I am really looking forward to meeting new friends in Florida at the regatta. 



Travis Weisleder on his way to winning 2 of the 6 races at the North Americans!

The leader in One Design Sails!
Call Skip or Ernie for details

Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729--4777
Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1160



www.quantumsails.com

Illness While on Board a Boat - TGA

by Randy Williams, FS 5710 and Diane Kampf, FS 5857



What do you do when a person on board the boat has a sudden medical emergency? Randy Williams and Betty Lynch found out one day during the 2008 New England District Regatta in Rockport, Massachusetts, in June. Randy became ill and Betty acted fast in summoning a (luckily) nearby rescue boat. The rescue crew quickly got Randy into shore to a waiting ambulance that whisked Randy away as we watched from our boat.

Randy suffered an attack of transient global amnesia (TGA) that came on suddenly and rendered him unable to remember where he was or what he was trying to do.

This type of amnesia is temporary, usually lasting less than six hours; the person loses the ability to remember the very recent past but does not forget who he is or whom he is with. Strenuous physical activity without drinking enough fluids can cause this, as can acute emotional distress or recent medical procedures. This condition is very rare, and the occurrence of repeat episodes is even more rare.

Randy writes the following account to inform us of what happened and to thank those who helped out. He asked us to share it with our fellow Flying Scot sailors, particularly after we found out that more than one of our friends has suffered one of these attacks.

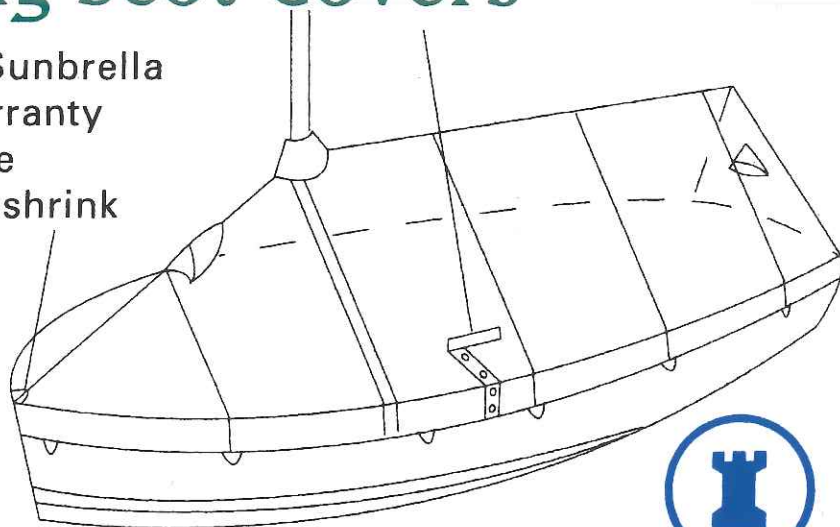
Continued On Page 19

Acrylic Flying Scot Covers

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

Features

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



ROOKE SAILS

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

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.

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

1 (800) 800-6050

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

The Sailors' Tailor, Inc.

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



Comprehensive Website www.sailorstailor.com

NEW MEMBERS

Capitol District

FS 1143 / Fleet: #0

Ken Frazer
3212 Robin Hood Court
Ellicott City, MD 21042

FS 3956 / Fleet: #0

Antonio Rebelo
1635 Hugo Circle
Silver Spring, MD 20906

FS 4421 / Fleet: #42

Stephen Lowe
24128 Pecan Grove Lane
Gaithersburg, MD 20882

FS 2258 / Fleet: #42

Greg Schutt
21 N Lozerne Ave
Baltimore, MD 21224

Fleet: #81

Starling Mikell, III
2247 Sycamore Rd
York, PA 17408

FS 2356 / Fleet: #155

Michael Garman
2256 Millcrest Terrace
Midlothian, VA 23112

FS 3029 / Fleet: #163

Fred Albrecht
3237 Ayr Lane
Dresher, PA 19025

Carolinas District

FS 5712 / Fleet: #0

Michael Maness
1854 Hendersonville Rd. #7
Asheville, NC 28803

FS 5821 / Fleet: #0

Camp Seafarer
P.O. Box 10976
Raleigh, NC 27605

Florida District

FS 4259 / Fleet: #131

Oscar de la Torre
3585 Mandarin Woods Dr.
North
Jacksonville, FL 32223

Greater NY District

FS 5838 / Fleet: #0

Gordon J. Bridge
33 Meadow Lane
Long Beach Township,

NJ 08008

FS 5841 / Fleet: #0

Mark Butler
144 Skillman Road
Skillman, NJ 08558

FS 5835 / Fleet: #0

Donald L. Flagg
104 Harborage Place
Barnegat, NJ 08005-2913

FS 5843 / Fleet: #0

Courtney Lederer
Mark Thierfelder
43 Eighth Avenue
Seaside Park, NJ 08752

Michigan-Ontario District

FS 5834 / Fleet: #0

Karl & Kathy Dittman
9895 Viking Lane
South Lyon, MI 48178

FS A581 / Fleet: #0

Libby Stefanowski
4310 Haralson Court
Grand Rapids, MI 49546

FS A757 / Fleet: #0

Steve Zawacki
1061 Stag's Leap Lane
Ann Arbor, MI 48103

FS 1212 / Fleet: #34

Stan Robinson
8719 Greyhawk Dr
Fort Wayne, IN 46835

New England District

FS 0803 / Fleet: #187

Steve Breton
12 Armory St
Wakefield, MA 01880

Ohio District

FS 5848 / Fleet: #0

William D. Geiger
1631 Williamsburg Road
Pittsburgh, PA 15243

FS 4616 / Fleet: #0

Brian Thompson
5891 Cherokee Dr.
Cincinnati, OH 45243

Prairie District

FS 2850 / Fleet: #0

Joel Butner
9341 Canterbury
Leawood, KS 66206

Texas District

FS 5782 / Fleet: #0

Scott A. Murphy
13630 Sprucewood Drive
Dallas, TX 75240

FS 5839 / Fleet: #0

Jacques A. Roy
1320 Coastal Drive
Rockwall, TX 75087

Gus Sails 972.998.5313

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

**FALL DISCOUNT 10%
CHECK WEBSITE!!!**

Congratulations to:

Bay Waveland Yacht Club, Bucaneer Yacht Club, Amy & Jeff Linton, Fred & Fred Strammer, 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.

1830 Interstate 30 • Rockwall, TX 75087 • Phone: 972-998-5313 • New Website: gussails.net

CAVEAT EMPTOR = BUYER BEWARE

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

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

FS 648 - Custom Flex built in 1965. Rigged for Soco sailing-sea worthy footing for mast 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 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 2349 - Customflex built in 1973. Excellent condition. New trailer. Two sets of sails. New paint hull/deck. New rub rail. New Jib Halyard/Centerboard Pendant/Mainsheet. Boom tent. Motor mount. Garage kept. **\$4250** Located in Port Tobacco, MD, Lee Hastings, 301-934-1525, lhastings1@comcast.net

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 2680 - Douglass built in 1975. 08 Carolinas & Ohio District Champion. 07 Midwest District Champion. 7th at 08 Mid Winters. All covers, new trailer, new centerboard shimmed tight. Two suits North Sails. Radical race hardware and lines 2 years old. Everything is clean and works. Very Fast. **\$8000** Richmond, VA, Mike Miller, 804-230-4985, michael.miller@dc.virginia.gov

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 Monohoe, 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@rpdn.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 as63@aol.com

FS 4342 - Douglass built in 1987. Tri-Nee trailer. White deck, red waterline. Original Schurr main and jib sails. Recreationally sailed only at Green Lake. Dry garage winter storage. Red mooring cover. Shore station available. **\$5000** Located in Green Lake, WI, Kris Ronnow, 708-366-9904

FS 4515 - Douglass built in 1988. White deck, hull, in great condition, original owner. Factory TeeNee, with spare tire and trailer jack. Three suits of old sails, including spinnakers. Needs racing sails. Sailor's Tailor full deck, plus rudder and tiller covers. Uninstalled motor mount and miscellaneous extras. Fresh water sailed. **\$5000** Located in Sunset Beach, NC, Dennis Morris, 910-579-7385, dmorris14@gmail.com

FS 5532 - Flying Scot built in 2004. Family package, grey hull deck, black bottom. Excellent condition. Trailer, outboard bracket, jiffy reef, rudder lift cockpit cover, anchor, lifting bridle, aluminum paddle. Lightly used. **\$11,000** Located in Westhampton, NY, Beecher Halsey, 631-288-3825, halsey3@optonline.net

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 tiller, North Sails, lifting bridle, swim ladder, anchor, adjust-

able 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, [dell@msn.com](mailto:dess@msn.com)

FS 5501 - Flying Scot built in 2002. Racing packet rigged, white with red trim, dry sailed. Options: Plastimo 101 compass, Trailax trailer, North Sails, lifting bridle, swim ladder and rail, anchor, bow inflation bag, light paddle, three covers, Master Helper II, rudder blade lift, motor mount, etc. **\$14,000** Located in Greensboro, NC, Gerald Donnelly, 336-282-3453, gdonnelly@triad.rr.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, Trailax 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

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

Gator Challenge and Gator Bowl
Regatta
The Rudder Club
Orange Park, FL
December 6 and 7, 2008
Additional Information to come

2009 Mid-Winter Championship
Saint Peterburg Yacht Club
St. Petersburg, FL
March 23 - 27, 2009
Additional Information to come

2009 North American
Championship
Ephraim Yacht Club
Ephraim, WI
August 1 - 7, 2009
Additional Information to come

2009 Master's Championship
Sandusky Sailing Club
Sandusky, OH
August 22 - 23, 2009
Additional Information to come

Check
www.fssa.com
for the latest listings!

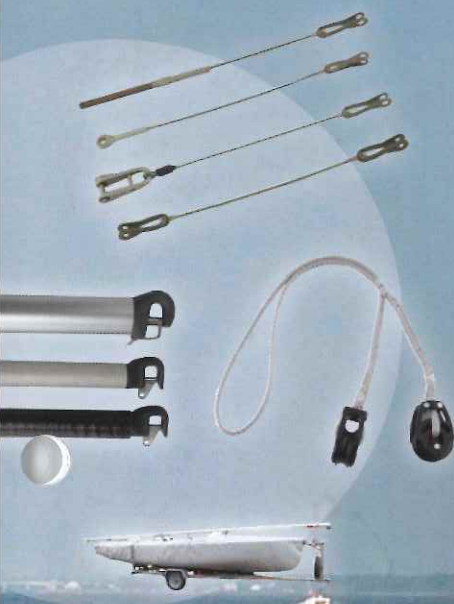
All things
F4S



"The Raceware Specialists"

www.APSLTD.com

800.729.9767



.and more!



Join Today!



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

800-445-8629

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

FSSA Headquarters:

One Windsor Cove, Suite 305 • Columbia, SC 29223

District Governors

CAPITOL DISTRICT

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

CAROLINAS DISTRICT

Joe Price
3232 Alphawood Drive
Apex, NC 27539
(919) 325-2721
jprice400@yahoo.com

DIXIE LAKES DISTRICT

Charlie Fowler
2585 Winding Lake Trail, NE
Conyers, GA 30012
(770) 761-9780
fowlersails@yahoo.com

FLORIDA DISTRICT

Dave Thinel
622 Wood Street
Dunedin, FL 34698
(727) 738-5451
dave812@verizon.net

GREATER NY DISTRICT

Melanie Dunham
700 Route 22, Trinity-Pawling School
Pawling, NY 12564
(845) 855-0619
FS2601@aol.com

GULF DISTRICT

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

MICHIGAN-ONTARIO DISTRICT

Jim Davis
8019 Northridge Drive
Brighton Michigan 48116
810-231-7784
jcdavis784@yahoo.com

MIDWESTERN DISTRICT

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

NEW ENGLAND DISTRICT

Diane Kampf
185 Union Street P.O.Box 9
Linwood, MA 01525
Phone: 508-847-8401
dianekampf@charter.net

NY LAKES DISTRICT

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

OHIO DISTRICT

Thomas P. Hohler
356 Vanadium Road
Pittsburgh, PA 15243
(412) 279-8572
thomas.hohler@verizon.net

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
913-362-5181
slaughterj@medjames.com

SOUTHWEST DISTRICT

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

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

Address Service Requested

Periodical
Postage

PAID
Columbia, SC
29201



*****AUTO**SCH 3-DIGIT 752 7 10
Richard T. Wade
9510 Hillview Dr
Dallas, TX 75231-1525