

SCOTS 'N' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 53 NUMBER 5 2009

**FS WIFE-HUSBAND
CHAMPIONSHIP –
RC REVIEW
FROM THE PRO**

**INTERNAL JIB SHEETS –
FOLLOW-UP**

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AREA A ELIMINATION
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**ELECTRONIC
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**THE 2009 FLYING SCOT
MIDWESTERN DISTRICTS**

**DETROIT YACHT CLUB CELEBRATES
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**FIRST-EVER FLEET 193
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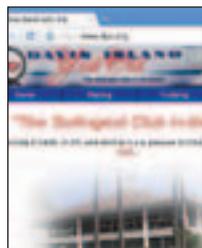
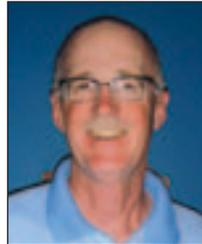
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Attention Web Surfers / E-mail Users:
The FSSA Flying Scot Website has the latest information.

Visit it at <http://www.fssa.com> with your favorite browser.

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

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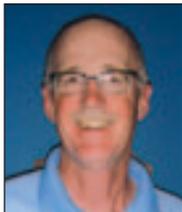
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From the President

by Charles Buffington, FS 5347



Fellow Scot sailors,

Sarah and I have fond memories of a fabulous 2009 NAC in Ephraim, Wisconsin. The Ephraim Yacht Club pulled out all the stops to make sure that the races ran smoothly and social events were varied and fun. Kudos to Carol Claypool, who was organizer-in-chief; Jim Tichenor, the PRO; David Sauter, EYC commodore and master of ceremonies; and the multitude of EYC volunteers who made the event possible.

With a look of happiness (and relief?), Barbara Griffin handed me the ceremonial gavel at the annual meeting. Barbara has done an outstanding job of leading the FSSA for the past two years. She has guided all of us with a combination of tact, support, wit, and attention to detail. Her leadership has kept FSSA on track as one of the premier one-design classes.

It's an honor to be the president of FSSA, and I appreciate your confidence in me. My goals are to continue and strengthen the traditions of Flying Scot sailing, to make the organization more nimble and responsive, to encourage FSSA membership by all Scot owners, and to run a tight ship in these tough economic times.

I'm looking forward to getting to know all of you and to hearing your stories of Scot sailing. I've owned a Flying Scot since 1973 and sailed both in races and for fun. It's interesting that I can't recall specific details of most of the races (with the exception of the time we won and beat Harry Carpenter!), but I have vivid memories of great daysails in the Pacific

Northwest, in the Thousand Islands, and on the Chesapeake. We visited a wrecked barge on the breakwater in Everett (Washington) harbor to see--and smell--several hundred sea lions. And one fall day we coasted around a bend in Island Creek on the Eastern Shore and found what appeared to be half of the Canadian geese in North America rafted up on the water or scavenging corn from nearby fields. I encourage you to share your sailing adventures with the rest of us by sending articles to Scots n' Water.

In my other life, I'm a physician anesthesiologist. I practice at the University of Pittsburgh Medical Center, a magnet for seriously ill patients who need complex surgical procedures. I spend my days making sure the patients survive the operations and wake up quickly afterwards. I've spent a major part of my career doing medical research and love data analysis and problem solving in a collegial atmosphere. My wife, Sarah, teaches high school chemistry. We spend our summers at Deep Creek Lake in Maryland and often drop by Flying Scot, Inc., to smell the new fiberglass.

On a more serious note, the lousy economy has been a challenge for FSSA, with declining income from dues and sail royalties. Your Board has looked hard at every dollar we spend and trimmed the FY-10 budget to the bone, so that we don't burn through our reserves (currently around \$40,000). We know that times are difficult and that membership in FSSA is a discretionary expense, but we hope you

will continue to support the Class and encourage your friends who own a Flying Scot to do so as well.

I would like to thank the individuals and fleets that responded to Barbara Griffin's and Diane Kampf's plea for additional financial support this year. These very generous contributions totaled almost \$1,800.

The Board voted against raising dues this year but decided to impose a \$5.00 late fee for renewals that occur after December 31st of the fiscal year. Further, members who renew in July or August will not get the following year's membership "free"; however, new members will still receive this perk.

You'll be interested to know that sixteen FSSA fleets approved the 2009 fleet resolution that requires FSSA membership for owners who participate regularly in fleet racing or other fleet activities. Note that both adopting the resolution and implementing the resolution are local fleet actions and will not affect the Constitution or Bylaws. There are a number of ways the resolution could be implemented. For example, one fleet is planning to require class membership to participate in local races, and another is allowing all Scots to race but limiting trophies to class members.

Finally, the nominating committee for next year will be chaired by Larry Taggart and will include Bill Ross, Barb Griffin, and Ryan Malmgren. Contact these people with your suggestions for executive officers.

Good sailing! 🚤

From the Editor

Kay Summerfield



I would like to thank all of those who submitted articles and photos this year.

The following awards were presented at this year's NACs in Ephraim, Wisconsin:

BEST NONPROFESSIONAL PHOTO

Jay Hulling
Fleet 37, Ohio

PERSON WHO CONTRIBUTED THE MOST

Ed Summerfield, North Carolina
(for being my sounding board and moral support)

FLEET THAT CONTRIBUTED THE MOST

Fleet 76
Greg Kampf, Fleet Captain
New England District

DISTRICT GOVERNOR FOR ALL THE HELP AND SUPPORT SHE HAS GIVEN OR DRAFTED FROM HER DISTRICT

Diane Kampf, District Governor
New England District



Still dominate in 2009!

2009 – 3 NAC CHAMPIONS UP FOR GRABS IN EPHRAIM, WI
GUS SAILS TAKE TWO OUT OF THREE.

- Congrats to Stew Draheim Junior NAC Champion
- Congrats to Greta Mittman Women's NAC Champion
- Congrats to Bay-Waveland Yacht Club Lipton Cup Champions
- Congrats to Jeff Perna Open House Regatta Champion

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2009 Mallory and Adams Cup Area A Elimination Held at MYC

Diane Kampf, Regatta Chair

Each year, US SAILING crowns a new U.S. Men's Sailing Champion and a U.S. Women's Sailing Champion, and that all starts with local races and regattas where all the hopefuls try to qualify for the finals. This year the Clifford D. Mallory Trophy for men and the Mrs. Charles Francis Adams Cup for women will be sailed at Bay-Waveland Yacht Club in Bay St. Louis, Mississippi, in late September. Entrants either will be winners of their local regattas or will have submitted resumes to US SAILING and be accepted because of their resumes.

When Bill Bradford, a US SAILING representative for the 2009 Mallory Trophy event, called Greg Kampf in January and asked if MYC could host the Area A Northeast eliminations for 2009, we were honored but thought that Massapoag Yacht Club's regatta committee had already signed up for enough this year. As it was, we had our Laser-Sunfish Regatta in June, Women's Skippers Regatta and Flying Scot Wife-Husband Championship in July, Single-handed Regatta and our 60th Annual Massapoag Yacht Club Regatta in September, along with our regular annual events and racing programs. So of course we said yes. Next thing we knew, we had a request from Linda Epstein, US SAILING chair for the 2009 Adams Cup event, to add the Area A elimination for the Adams Cup. So of course we said yes.

It was exciting for me as an officer in the Flying Scot Sailing Association to learn that the event would be sailed this

year in Flying Scots. It was our job to provide up to 16 rigged-and-ready Flying Scots--for up to eight men's and eight women's teams--and to host the event at our club. The event would be run as a round robin with each team sailing each of the boats once, so that no one had any competitive advantage. The teams for the Mallory event had to have men as skippers but could be any combination for the two crew members. For the Adams event, all three team members had to be women.

Greg and I went to work finding boats that people would lend, finding a PRO and lining up a race committee and a judge, and getting the social side of the event in place. It all began to come together, and lots of MYC members generously loaned their boats. Now we just needed participants -- that part was up to US SAILING and the area sailing associations. As the August 17 date was approaching, we had three men's teams and five women's teams ready to sail for an opportunity to go to the finals in September. On the day of the event, we had two men's teams and five women's teams.

We had Bill Bradford, Linda Epstein, a regatta chair (me), a PRO (Jay McNeff), a race committee with Greg [Kampf] leading, judge John Pratt, and seven teams ready to sail. We had the boats rigged by Jay and Greg and Harvey Davidson. We had the skippers' meeting and everyone had boat assignments for all the races. And we had food and a committee of people ready to help (Leila McNeff, Margy Davidson, Barbara Alman, and me). We had a nice sunny day with temperatures



in the 90s, but we knew we could handle the heat if we could get some wind--that was the challenge of the day. We continually had the PRO and RC members checking to see if there was anything filling in around the lake, and a few times there were hints that we were going to get started. We had breakfast and the teams went to the docks to check out how the boats were rigged; we talked the competitors through how to rig the spinnaker pole and spinnaker, how the main and jib are rigged, how to raise the sails, and, in general, how to make the boat go. Some teams went swimming, a few people brought reading materials, and a few people took a nap. We made it all the way to lunch with only a few hints of wind, so we all enjoyed lunch, and finally we had the wind filling in from the WSW. It was fun to see our own boat, FS 5857 (Kachow),

as the first boat off the dock with the spinnaker flying almost immediately. We also had boats from Jay McNeff (FS 1261), Rick Tattersfield (FS 906), Harvey Davidson (FS 416), and Kristen Funsch (FS 1635) for the women, along with Jim Cavanagh (FS 4949) and Dave Rousseau (FS 3465) providing their own boats for the men's contest.

The event calls for windward-leeward courses, and the race committee got set up pretty quickly. The men's teams were Flying Scot sailors who were experts at how to get the boats moving and how to use the equipment. We enjoyed watching them do what they do best, changing the lead over and over again. It was really fun to see them sailing each other's boats as the boat swap occurred between races. For the second race, they continued the same, changing places a few times. The men retired after two races, with Dave Rousseau the winner of both races over Jim Cavanagh.

The women sailed five races and it was fun watching each team get settled sailing the boats, figuring out how best to trim the main and jib, then figuring out how to set the spinnaker downwind. While the Flying Scots are one-design sloops, each boat was rigged slightly differently, with a few areas where the skippers have a choice of how to rig their boats. The women, most of whom were not as familiar with Flying Scots before this event, did a yeoman's job of working together. Most teams had varied results in the different boats, but Sharon Lorenzo's team was very consistent, with 3rd place in every race and every boat!

The race committee did a great job of getting the teams swapped between boats after each race and getting water to the teams when they could. Since we had gotten a late start waiting for wind, they decided to swap boats on the water, rather than go back to the dock between races. They tied fenders to the race com-

mittee boat and had two boats at a time come over and swap teams out of one boat into the other. The teams each knew their next assigned boat, so they were very good at getting out and in at the right time. The teams sailed back to the dock after the 5th race, and we made dinner while we tallied the scores. The sailors ate their food and waited for us to give out the awards. Jay, Bill, and Linda gave Dave and Jim their trophies, then moved on to the women's trophies. The results for the women were Natalie Coleman Fuller's team 1st, Erica Beck's team 2nd, Ann Craig's team 3rd, Sharon Lorenzo's team 4th, and Jennifer Bodde's team 5th. Any one of these teams would be great to see go on to the finals!

It was great fun hosting this event, and I look forward to following the finals in September. Good luck to Dave Rousseau and Natalie Coleman Fuller and their teams in Mississippi. You make the Northeast proud! 🏆

MYC - 2009 Mallory Area A Regatta – Results

REG#	SKIPPER	CREW 1	CREW 2	1	2	3	4	5	TOTAL	PLACE
2	DAVE ROUSSEAU	BLAKE SUDDATH		1	1				2	1
1	JIM CAVANAGH	DONNA ROUSSEAU		2	2				4	2

MYC - 2009 Adams Area A Regatta - Results

REG#	SKIPPER	CREW 1	CREW 2	1	2	3	4	5	TOTAL	PLACE
5	NATALIE COLEMAN FULLER	SARAH FULLER	ALEXA ROSENTHAL	2	1	2	5	1	11	1
3	ERICA BECK	DIANE WEIDENBACKER	SARAH KENT	5	4	1	2	2	14	2
4	ANN CRAIG	MAGGIE CRAIG	NANCY HENDERSON	4	2	4	1	4	15	3
2	SHARON LORENZO	LINDA GREEN	FRANCES CONSTABLE	3	3	3	3	3	15	4
1	JENNIFER BODDE	JENNIFER HERMANSKI	ERIN TWOMEY	1	5	5	4	5	20	5

FS Wife-Husband Championship – RC Review from the PRO

Gary Werden, FS 4619, Fleet 76

The recent Flying Scot Wife-Husband Championship at Massapoag Yacht Club was a big success in virtually every way imaginable (kudos to the regatta chair, Diane Kampf), and we on the race committee seem to have gotten good reviews on our work. (The sailors were a great group to work for – very patient and gracious. Thank you to all who had nice things to say.) We did some things differently from MYC standard operating procedure, and I think this is a good opportunity to document those things and discuss what worked and what didn't.

T Course

Certainly the most noticeable thing we did was to sail a new and different course. I fretted for weeks about the difficulty we would have if the wind blew directly from the east or the west, giving us very short

(the width of the lake) windward legs. With three fleets--championship, challenger, and non-spinnaker--how could we avoid interference among the fleets?

Sparked by Eric's suggestion to use a trapezoid (T) course, I laid out a course with two parallel windward-leeward legs and a beam-reach crossover from the first side to the second. This would allow us to use more of the lake and separate the fleets enough to minimize interference. One windward-leeward setup was north of the Rock Marks, and the second one was south of the Rock Marks. The course goes windward-leeward-windward-crossover reach-leeward-windward-leeward-reach to finish. It has the same number of windward and leeward legs as our W-3, plus a long broad reach and a short reach to the finish.

We used this course for the second and third races of the regatta. It proved to be a competitive course and did a good job of

separating the fleets. For both races we let the first fleet do their first windward and first leeward before starting the second fleet. This cleared out the first fleet so that they had virtually no overlap with other fleets. In Race 2, we started fleets 2 and 3 five minutes apart, and although the traffic was not bad, there was some crossing of the fleets. For the third race, we used the longer spacing between the starts of all the fleets and this worked perfectly to separate them. The only drawback was that fleets 2 and 3 had to wait a while before their starts.

I think the timing would work so that back-to-back races could be done with three fleets with minimal waiting time between races and very little interference among the fleets.

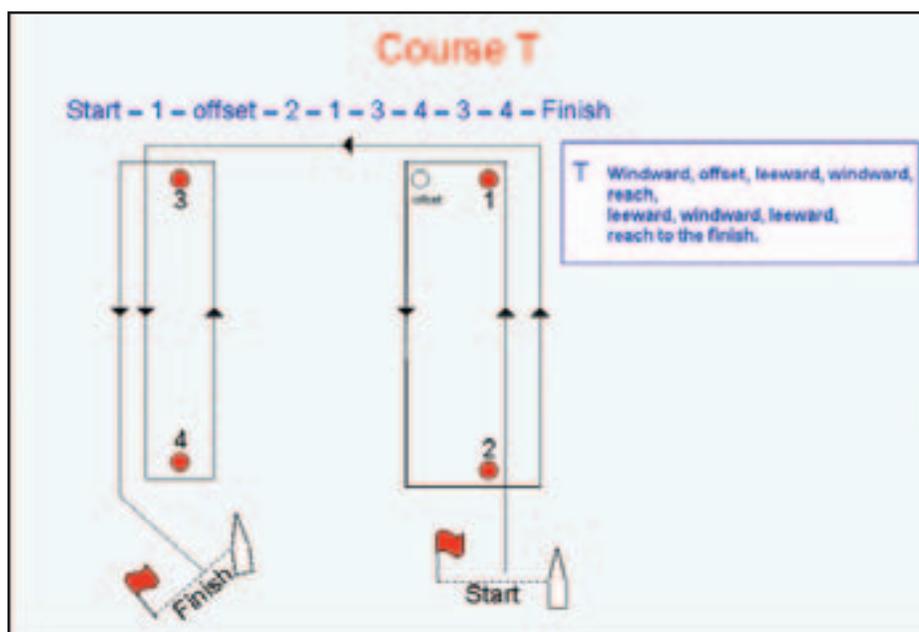
New Flags

We equipped both rescue/mark boats with enough flags to shorten course, change course, and act as a finish boat. Diane made two great new sets of flags on staffs to outfit these boats. Our plan was to have one boat at the windward end of the course and the other at the leeward end, so that we always had one mobile boat close for anything the race committee needed to do with the course.

Orange Tomatoes

We bought a second "orange tomato" to use as a second substitute mark in the event we needed to change course. This gave us a "new mark" in each mark/rescue boat and a "new mark" at each end of the course.

The orange tomatoes cost \$20 each and have sash-weight anchors (from old double-hung windows), making them very



lightweight and easy to move by dragging them. Contrast this with our standard marks, which cost \$98 and are attached to unmovable Danforth anchors costing about \$35. Our crew preferred using the tomatoes.

Multiple Wind Readers

Before setting the initial course and during the races, all powerboats were used to get periodic wind readings from various points on the lake. Having information from all over the lake allowed us a higher degree of certainty in understanding the antics of wind that was not behaving as forecast by the weather experts.

The Ball Trick

Instead of fastening our anchors to our boats, each anchor was attached to a floating ball. The original purpose for this is to allow an anchored boat to quickly un-anchor, do a mark moving or rescue task, and return to the spot precisely and quickly. The anchor, in effect, becomes a movable mooring. As it happened in this regatta, we found another use for these movable moorings.

In Races 1 and 2, we needed the start boat to serve as the finish boat as well. To facilitate this, we had our mark boats set up “movable moorings” and finishing pins, so that the start boat merely tied up to the appropriate mooring or pin and was immediately on station. In both races, the time saved by the preparatory work of the mark boat prevented a panicked setup for us at the finish.

Teamwork and Versatility

Teamwork is certainly not a new idea, but it certainly works. Each person on each of our boats had some specific tasks to perform but also served as backup for all the other tasks needed. Everyone provided valuable information and played a

role in monitoring the wind, setting the courses, running the races, dealing with contingencies, observing starts and roundings, and recording finishes. Put simply, everyone on the team was ready for almost anything. My thanks to a great team – Laura Hackell, Gene Neault, Brandon Dickerman, Bobby McShane, Patrick Pilvines, David Gilman, Matt Russell, and Ryan Werden.

It seemed that everyone enjoyed the cooperation of the team and everyone had a good time. We all approached the regatta as a challenge in understanding the wind and managing good races, and we were all happy to have the best efforts of each other in trying to meet the challenge.

Things We Could Have Done Better

The first race had a windward-leeward course with west wind, which turned out to be as chaotic as I'd feared. The five-minute starting sequence tied our hands in regard to timing the fleets, and the first fleet arrived back at the leeward mark too close to the start of the third fleet. It turned out that the wind did not shift left as predicted and that the T course would have worked much better.

A finish line needs to be well windward of the windward mark to avoid confusion, but in Race 1 our finish line fell a little short. The line looked good when it was set, but a wind shift brought the starboard layline to the windward mark very close to the finish line, resulting in some interference between boats of different fleets.

I thought our course setup could have been quicker, but the Massapoag winds hindered us greatly in this effort. Almost every mark or pin set

an hour in advance of the race had to be picked up and moved.

We made mistakes with flags in starting sequences twice and had to restart the sequence each time. Obviously we should have reviewed the Rule 26 procedures a little better.

In one race, our leeward mark boat set up near the pin to help sight the starting line. Unfortunately, it was carrying the finishing pin, which looks identical to the starting pin. This created some visual confusion among the sailors.

Overall Reflections

If there was an overall pattern to our approach to running these races, it could best be described by two key words: agility and multitasking. We tried to be ready for everything and to be able to adapt quickly to whatever changing situations might occur. That meant every boat was fully prepared to be a finish boat, a mark-moving boat, or a change-of-course indicator. Every boat set marks, set anchors, moved marks, and pulled anchors. We moved marks before races many, many times trying to get them right, and we moved them three times during the racing. We planned on having the windward mark boat take finishes in Race 1, but it was needed for a rescue, so the committee pulled up as a last-second substitute. In the second race, the leeward mark boat was on station at the finish just in case the committee boat couldn't get there in time. They did such a good job of setting that finish line that we just let them take the finishes for Race 3.

If all of this seems difficult, it really wasn't that complicated, after all the preparation and planning. All members of the team continually communicated and worked together to do whatever was needed. All in all, it was really a lot of fun! ▲



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

Internal Jib Sheets – Follow-up

Diane Kampf, FS 5857, New England District Governor, FSSA First Vice-President

Since my article about internal jib sheets in *Scots n' Water* (volume 53 number 1), I have had several calls and emails from FSSA members who want to know more. Some folks have questions and some just want to see the equipment up close. So here you go. Here are some of the questions I have gotten:

Q. Did you design this?

A. No, I did not. I am not an engineer, nor am I a sailboat equipment expert.

Q. Do you get paid for every one of these you sell?

A. Well, I don't sell these, I only bought them.

Q. Why should I buy this equipment?

A. I cannot tell anyone to buy it or not buy it. I can only tell you how much it has helped me be a better crew. I love the fact that there is nothing on the seat or on the deck where I am sitting.

Q. Does the block on the deck get in the way of a person who is sitting on the seat in front of it?

A. It is pretty easy to avoid the block, since it is right at the end of the spinnaker turtle. You can sit on either side of it.

Q. How hard is it to change the setup in a boat that is already built?

A. I bought the boat this way, but I can



tell you that the kit has been installed on our previous boat (FS 5157, Brother Bill) and the guys who installed it did not say it was too much trouble.

Q. Are there any drawbacks?

A. I can only speak for myself and not others, since I have not done research on this. I have had very few problems since I got used to the new setup. It did take a while to get in the habit of getting the spinnaker all the way into the turtle, where it cannot be fouled on the jib block. Also, using windward sheeting takes some getting used to, but the great thing is that the windward sheet always releases itself from the cleat on the deck when you tack, so you don't have to release it unless you want to.

Q. What do you do if the equipment malfunctions?

A. Just like any other equipment on the boat, if it malfunctions, you examine it and see what you have to do to remedy the situation. Sometimes the cleat is just dirty and a little fresh water poured on it does the trick.

Q. Are there any tricks one should know?

A. We discovered early on that you have to be careful what size jib sheets you use. We are using 3/8" line. We found that, with anything bigger, it could sometimes be difficult to uncleat the sheets.

Recently, we switched from 1:1 to 2:1 for the first time on our boat. I can't tell you what a difference it has made for me. I wonder why I did not do this a long time ago. My skipper kept telling me I might want to have 2:1, but I insisted it was not necessary. Well, I agree with my skipper – and it's easy enough to switch back to 1:1 for light air.

After a year of using the internal jib sheets, I almost forget how it was with the jib cleats on the rail and 1:1 jib sheets. I think I am a convert for life. Included here are a few more detailed pictures so you can see how it is set up and how it looks. Enjoy! 🚤



Executive Committee and Board of Governors Meetings

Ephraim, Wisconsin; August 2 – 4, 2009

Informal Summary of Discussion and Decisions

The Flying Scot Sailing Association held an Executive Committee meeting on Sunday, August 2nd, and a Board of Governors meeting on Tuesday, August 4th. The following is an informal summary of the discussion and decision items from these meetings:

- The Executive Committee recommended and the Board of Governors adopted a policy to preclude renewing members getting a “free ride” by renewing toward the end of the year. Dues will be due by December 31st for the upcoming fiscal year. Any renewing member who pays after December 31st will incur a \$5.00 penalty.
- The Executive Committee sanctioned the following venues:
 - 2010 Midwinter Championship: Southern Yacht Club
 - 2011 Midwinter Championship: Sarasota Sailing Squadron
 - 2012 Wife-Husband: Privateer/Muscle Shoals Yacht Club
 - 2013 Wife-Husband: Deep Creek Yacht Club
- The Board of Governors voted to change the name of the Flying Scot Fund to the Flying Scot Foundation and to delete paragraph 7.a.iv of the revised Charter. This paragraph dealt with investigation of new materials of construction and contradicted our strict one-design philosophy. Due to the economy, the Board agreed to postpone aggressive fund-raising, although donations are welcome and will qualify as charitable contributions under our 501-c-3 status. The Board reiterated that the Foundation will be funded by private donations and is totally separate from the FSSA operating budget. It also has its own Board.
- The Board of Governors approved a budget for the 2009-2010 fiscal year. The Board recognized the need for sharp cost reductions and took action accordingly. The new budget is about \$20,000 less than last year’s budget. It contains major reductions in the two largest line items. The J. E. Eubanks management fee is reduced about \$5000, and the budget to print and mail Scots n’ Water is reduced about \$8000. The intent is not to reduce the number of pages per issue but to look at other ways to cut costs (less glossy paper, less color, alternate print shops, etc.). In addition, the Board agreed that, for the future, Scots n’ Water should be distributed electronically to members who prefer distribution this way. A policy for electronic distribution will be developed and further discussed at the midwinter meeting and will include a recommendation regarding posting of Scots n’ Water on the Web site. The budget also contains reductions in most other line items, including major reductions in Board expenses (no more Board dinners) and in Executive Secretary travel.
- In order to comply with IRS statute 990, the Board of Governors approved a new By-Law to add a Code of Conduct, containing requirements concerning conflicts of interest that could result in personal financial gain, and confidentiality of FSSA business practices (where appropriate).

- Fleet 76, Massapoag Yacht Club, donated a replacement trophy for the missing Junior Championship perpetual. The perpetual for the 4th-place Championship Division is still missing.
- The Board of Governors voted to stop printing and mailing membership cards and stickers. A policy for electronic distribution will be developed.
- The Board of Governors voted to prepare an annual report, including a summary of year-end financials and a summary of major items from the Board of Governors meetings, which will be distributed (or made available) to members to improve transparency and communication.
- The Board rejected proposals to increase membership dues and sail royalties.
- The Board rejected a proposal to separate the Secretary and Treasurer positions. ▲

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

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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.



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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.

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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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Electronic Media and Flying Scots

Publicity Committee: David Thinel, Hans Noordanus, and Tom Lawton

When most of us think about Flying Scots, we don't associate electronics with that thought, but maybe we should. It is true that our class rules don't allow the use of on-board electronics, but that should not stop us from using electronic media to help grow our fleets, clubs, and the FSSA.

When we use the term "electronic media," what do we mean? Currently, the answer to that is Web sites, blogs, social media sites such as Facebook and Twitter, and video sites like YouTube, to name a few. I'm sure most of us are aware of the Web sites in use by Flying Scot, Inc., and the FSSA. These are excellent resources for both current Scot owners and prospective owners. It is likely that anyone thinking of getting into a new one-design will check it out by visiting the class Web site. Beyond that they will likely begin some research on the local activity for that class in their own area. If someone performed a Web search about the Flying Scot in your area, what would they find?

Let's look at the Web sites of two yacht clubs that have healthy Flying Scot fleets. The first one (right) is the Cedar Point Yacht Club- www.cedarpointyc.org (this is a hint to go to your computer now). Once you open the home page, you are greeted with "Cedar Point Yacht Club – Sailboat Racing at Its Best." Just below that is a blue-shaded navigation bar that reads, "Home – Events – Atlantic – Cruising Class – Flying Scot – Junior – Laser – Lightning – Star – Thistle – V15." It does not take long for a visitor to figure out that one-design racing is alive and well and/or



it's very important to this club. Rest your mouse over any of the fleets on that navigation bar and a dropdown menu appears with more information. One minor quibble is that some of the information available in the dropdown menus is formatted in a PDF file (one way of storing data), which can be slow to load for some viewers. Note also the forum feature that is available for each fleet, allowing members to share information, ideas, trash talk, etc., with other members of the fleet. All things considered, this club's Web site is loaded with features about each fleet, including:

- short fleet intro
- short class intro
- fleet captain contact info
- fleet schedule
- news and announcements
- library with past write-ups/photos
- discussion forum.

The information pertaining to the club as a whole is very thorough, as well, and serves as a good promotional tool for both the fleets and the club.

Let's take a look at another club that has a nice site but with a different look and focus—the Davis Island Yacht Club- www.diy.org. The home page greets you with "Davis Island Yacht Club – the Sailingest Club in the South." The

blue navigation bar reads, "Home – Racing – Cruising – Youth Sailing – Women's Sailing – About the Club." So far, the two sites are similar, but this is where they deviate: there is nothing about the Flying Scot fleet or, for that matter, the Melges 24 or J-24 fleets. So if you are a member of one of these three fleets, the club Web site does little or nothing to help promote your fleet. To be fair, if you dig through the site and find the Useful Links button, you will find links to the fleets' individually-operated Web sites. I should add that I [David Thinel] chose this site as an exam-

ple because it is my home fleet.

Now let's suppose that all things are equal (which they never are), which of the two sites above would best help to grow a fleet? I think most would choose the Cedar Point YC site.

The point of this comparison is to think about how Web sites can be used to promote our fleets. Let's say you have gotten this far and you agree that a nice Web site could be beneficial. Now what?

- If your club's Web site is already full-featured like the CPYC site, your best bet may be to offer to contribute race reports, other write-ups and/or photos.
- If your club already has a nice site like DIYC but you think it could be improved, take a look at the CPYC site (and some others) to see what features could be added. Try to think about what might help your fleet and the club grow.
- Consider attending an upcoming Board meeting at your club and make the case for improving the site. Most clubs these days are squeezed for revenue, so if you can suggest improvements that have little or no cost and

that help grow membership, it should be a win-win situation.

- Offer to meet with the Webmaster for your club. This is frequently a volunteer, and you might do well to show him/her an example of what you want. Expecting the Webmaster to design something will complicate and probably slow the process.
- Go to your fleet captain and offer to help out. The fleet captain may need the extra push to follow through and most will welcome contributions of time from their fleet members. Remember, we almost always need more race reports.

If your fleet or club doesn't have a Web site, the easiest and least expensive way to establish a Web presence may be by using a blog. We will have more about that in the next issue of *Scots n' Water*.

Also, don't be discouraged if you don't have the perfect site. Five years ago, the Davis Island fleet would get about four boats out for fleet racing. Today, we have 23 FSSA members, about 25 boats total, with about a dozen showing up at most fleet races. 🚤

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m. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, and 3o)			
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n. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, and 3p)			
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		<i>149</i>	<i>149</i>
q. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p, 3q, 3r, and 3s)			
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		<i>149</i>	<i>149</i>
t. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p, 3q, 3r, 3s, 3t, 3u, and 3v)			
		<i>149</i>	<i>149</i>
u. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p, 3q, 3r, 3s, 3t, 3u, 3v, and 3w)			
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v. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p, 3q, 3r, 3s, 3t, 3u, 3v, 3w, and 3x)			
		<i>149</i>	<i>149</i>
w. Total Paid Distribution (Sum of 3d, 3e, 3f, 3g, 3h, 3i, 3j, 3k, 3l, 3m, 3n, 3o, 3p, 3q, 3r, 3s, 3t, 3u, 3v, 3w, 3x, and 3y)			
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The 2009 Flying Scot Midwestern Districts

Frank Gerry, Flying Scot Fleet 114, Delavan Lake Yacht Club

Sailing interest in the Flying Scot Midwestern District is definitely up, and it was never more apparent than during the July 10-12 Districts Regatta held at Delavan Lake Yacht Club in southern Wisconsin. The total fleet grew to 28 strong as the weekend unfolded.

Periods of rain and inclement weather leading up to the weekend gave the organizers a little stress, but the participants from Wisconsin, Illinois, Missouri, Minnesota, and Iowa were undaunted. They came from miles around.

Just like the story is supposed to go, the skies cleared Friday afternoon, the breeze built, and around 6 P.M. the legendary Midwestern District single-handed race commenced. The breeze had built to about 12 mph and now was starting to fade. Eight of us sailed our trusty single-handed Scots out to the starting line. After some less-than-graceful tacks and gybes, all the yachts set up on the starting line and--with a bang--off we went. It all started pretty smoothly to the distant eye, but on board (at least for yours truly) it was a tale of wrapped lines and comedic confusion. If we weren't so competitive, it truly would have been a Chaplinesque show routine. It is possible to get a spinnaker sheet, jib sheet, mainsheet and centerboard line nicely wrapped together. Maybe if I get it down someday,

I'll pull all four simultaneously and good things will happen. Anyway, after a fun windward-leeward-windward sail, Tim DeVries was declared the winner by a safe margin.

On to Saturday and the real regatta. Just as planned, we had a real ripping thunder-shower at 3 A.M. Saturday. It cleared the air perfectly. By the time we started sailing at 11 A.M., skies were blue and 28 sailors were on the line. The morning race--a highly competitive, gear-changing, light-wind challenge--was followed by a hot lunch at the club. Then out we went for two more in the afternoon. Conditions were flat-out awesome. Blue skies, 12-15 mph with a few sustained gusts to keep you on your toes, and a mixture of Olympic and windward/leeward courses made the day. You can check the scoreboard for details, but Mike Faugaust and spouse/super crew Jennifer Ikeda set the pace for Saturday.

Back on shore, magically beer kegs arrived via a dolly, hors d'oeuvres appeared out of thin air, and the party was on. Things get a little fuzzy here, but I believe dinner cooked by the talented staff in the Delavan Lake Yacht Club galley was served around 6:30 P.M. The evening continued in different places, including the Inn-Between, an awesome, traditional bar located between the Yacht Club and almost every house on the lake. Enough said.



Sunday was a different deal. Wind was light to non-existent until about 10:45 A.M. With the race committee thinking seriously about abandoning, Mother Nature came to the rescue with minutes to spare. The legendary Sunday afternoon Delavan powerboat-jet ski-pontoon chop was starting to build to the full Whirlpool spin cycle when the starting gun went off and the 28 faithful began what was to be the final race of the regatta. Jack McClurkin, still running on the inspiration he must have absorbed at the Inn-Between the night before, waxed the fleet with space to spare. I think he was at the dock when some were still finishing. Anyway, after the game was over, Mike Faugaust and Jennifer held on for the win, with Mad Ryan Malmgren and Carrie Carpenter settling for second.

If this is any prelude for the upcoming NACs in Ephraim, Midwest Flying Scot mojo is in full resurgence and ready to head north for some fun in August. 🚤

Detroit Yacht Club Celebrates 50 Years of Scot Sailing

John Gallagher

Back in 1959, the Detroit Yacht Club was among the first organizations to choose the new Flying Scot for its club boats, thus giving the nascent class a big boost. Over July 18-19 of this year, the DYC hosted its Golden Jubilee Regatta to mark 50 years of Flying Scot sailing at the DYC, an event that coincided with the running of the 2009

Michigan-Ontario Districts. Nineteen boats participated in the regatta, the largest Flying Scot race fleet in the metropolitan Detroit area in 10 years.

On Saturday, the first day of racing, competitors sailed out of the DYC's harbor and up to nearby Lake St. Clair, finding northwesterly winds blowing around 15 mph steady, with gusts up to around 20. That made for fast racing and close

finishes. Thom Lee, a skipper who came all the way from New Jersey for the regatta, took first place, followed by former district governor and multi-year districts winner Forest Rogers. Bill Brusilow of the DYC took third. Despite being an out-of-towner, Thom Lee benefited from some local knowledge in the person of his crew, his brother Paul Lee of the

Continued On Page 18

Sandy Eustis, FS 5610

First-Ever Fleet 193 Grits 'n' Haggis Regatta May 16-17

Despite a miserable week-end weather forecast that caused several last-minute cancellations, 16 Flying Scots showed up for the first-ever Grits 'n' Haggis Regatta, held at the Keowee Sailing Club on South Carolina's beautiful Lake Keowee on May 16-17, 2009. The field included Scots from six states, with seven reigning Flying Scot fleet champions in attendance. Miraculously, Mother Nature cooperated in full, permitting us to hold four rain-free, light- or moderate-air races on Saturday afternoon and one more on Sunday morning.

In the first race, the wind died almost completely on the downwind leg of a short course and then filled from behind, resulting in a huge pileup and a bit of colorful language at the leeward mark. Don Smith treated the fleet to an amusing lesson in how not to finish. Sailing with a big lead, Don first crossed the finish line in the wrong direction after sailing above the committee boat, then re-crossed from the correct side, and then, after still hearing no finishing horn, finally re-rounded the committee boat to "unwind the string" and cross the finish line for a third time, thereby converting his sure victory into a 6th-place finish. In the equally short second race, a 30° shift to port at the starting gun turned the race into a parade. Finish positions were determined almost



solely by how close to the pin end of the line boats were at the start.

The wind filled in a bit and steadied during Race 3, with most competitors choosing to start near the heavily favored pin end of the starting line. But John Kreidler and Sandy Eustis both saw a small puff lingering just above the windward end of the line, started there alone, and worked way to the right of the fleet. Both of them managed eventually to cross ahead of everyone else halfway up the windward leg, and then held on for four more legs to record first- and second-place finishes, respectively. Saturday's fourth race

was the longest of the day, with a much steadier 7- to 10-knot wind prevailing throughout. Eventual regatta winner Scott Cline out-dueled Don Smith and Ben Williams for his second win of the day. Cline also won Sunday's race, which was held in a very unusual light easterly wind that appeared just before the time limit expired and persisted until just after the finish. This race turned out to be very tactical, with the left side of the course always seeming to have just a bit more wind than the right. There were numerous position changes as the leaders kept

Continued On Page 20

NEW MEMBERS

Capitol District

Boat #: 3183/Fleet #: 0

George Lamb
376 Keim Rd
Boyertown, PA 19512

Boat #: 5876/Fleet #: 0

Bob Pike
17325 Chiswell Rd
Poolesville, MD 20837

Boat #: 4463/Fleet #: 0

Kevin Schnute
5704 Grove Forest Ct
Midlothian, VA 23112

Boat #: A016/Fleet #: 0

Kevin Smith
2614 Ironville Pike
Columbia, PA 17512

Boat #: 4288/Fleet #: 42

Ulla Buchholz
2315 Eccleston St
Silver Spring, MD 20902

Boat #: A021/Fleet #: 42

Rikke Dakin
42 Egremont Rd
London, SE27 0BH

Boat #: 5566/Fleet #: 103

Robert P. Whitemore
300 Albemarle Ave
Richmond, VA 23226

Boat #: 4334/Fleet #: 0

Hugh Bingham
99 Lakeview Dr
Whispering Pines, NC 28327

Boat #: A023/Fleet #: 0

Marvin Brinn
100 Lewis Dr 22B
Greenville, SC 29605

Boat #: 5689/Fleet #: 0

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

Boat #: 1998/Fleet #: 0

Todd Stover
42 Cobblestone Rd
Greenville, SC 29615

Boat #: 2321/Fleet #: 27

Bronson Bowling
10400 Laurel Coach Ln, Apt 001
Raleigh, NC 27617

Boat #: 5056/Fleet #: 158

Mike Failmezger
2038 Lake Shore Dr
Manning, SC 29102

Florida District

Boat #: A017/Fleet #: 0

Wesley Brown
196 Wandering Trail
Jupiter, FL 33458

Boat #: 5104/Fleet #: 0

Martin Holland
2139 Harbour Dr
Punta Gorda, FL 33983

Boat #: 4622/Fleet #: 0

Current Skipper #4622
Navy Yacht Club Pensacola
7350 Chesterfield Rd
Attn: Jim Parsons
Pensacola, FL 32506

Greater New York

Boat #: 3817/Fleet #: 0
David Boulter
123 Penwood Rd
Basking Ridge, NJ 07920

Boat #: 5445/Fleet #: 0

Patrick Maguire
5 Garden St
Red Bank, NJ 07701

Boat #: 2109/Fleet #: 0

Patrick Moxham
4 Hiddink St, Apt 1
Sayville, NY 11782

Boat #: 5891/Fleet #: 157

Harry Abrahamson
27 Ward Ave
Rumson, NJ 07760

Boat #: 2990/Fleet #: 192

Robert McNeill, III
PO Box 757
Kimberton, PA 19442

Gulf District

Boat #: 4624/Fleet #: 0

Thomas Mitchel Jolly, Jr.
221 Sarah Dee Parkway
Lafayette, LA 70508

Boat #: 5517/Fleet #: 96

Current Skipper #5517
Southern Yacht Club
105 N. Roadway Drive
New Orleans, LA 70124

Boat #: 5169/Fleet #: 96

Current Skipper FS#5169
Southern Yacht Club
105 N. Roadway Dr.
New Orleans, LA 70124

Michigan-Ontario District

Boat #: 3203/Fleet #: 41

Joseph Kopchick
3647 Aynsley Dr
Rochester Hills, MI 48306

Midwestern District

Boat #: 0769/Fleet #: 0

Bill Draeb
50 N 3rd Ave
Sturgeon Bay, WI 54235

Boat #: A024/Fleet #: 0

Charlie Johnson
0504 Van Buren Hall
315 S Fell Ave
Normal, IL 61761

Boat #: 5885/Fleet #: 83

William Dummitt
8564 Big Bend Blvd
St. Louis, MO 63119

Boat #: 5182/Fleet #: 83

Robert Preston
7545 Stanford Ave
St. Louis, MO 63130

Boat #: 4278/Fleet #: 135

John Heizer
705 Haines Blvd
Champaign, IL 61820

New England District

Boat #: A019/Fleet #: 0

Mike Collins
22 Halls Brook Way
Duxbury, MA 02332

Boat #: 4675/Fleet #: 0

Paal Gisholt
58 Moulton Rd
Duxbury, MA 02332

Boat #: 3318/Fleet #: 0

Thomas Grimes
74 Great Hill Dr
Topsfield, MA 01983

Ohio District

Boat #: 5071/Fleet #: 0

Mark Benner
178 Kelvington Dr
Monroeville, PA 15146

Boat #: A022/Fleet #: 0

Lise Blackburn
231 Seasads Dr
Wexford, PA 15090

Boat #: 1603/Fleet #: 0

Richard Halapin
1738 Guyton Rd
Allison Park, PA 15101

Boat #: 4069/Fleet #: 1

Simon Jung
9080 Whisperinghill Dr
Cincinnati, OH 45242

Boat #: 2937/Fleet #: 6

Ralph Kemp
159 Washington St
Edgewood, PA 15218

Pacific District

Boat #: 5731/Fleet #: 0

James M. Jennings
615 S. Parish Place
Burbank, CA 91506

Boat #: A015/Fleet #: 40

Katie Gundlach
307 E 40th Ave
San Mateo, CA 94403

MIDWESTERN DISTRICT

Continued From Page 16

DYC's Scot fleet, who is himself a multi-year district champion.

Keeping the trophies all in the Lee family, Thom's nephew and Paul's son, Elliott Lee, skipping his own DYC club Scot, progressed from a ninth-place finish in the first race to first in the second race. For the third race, the committee switched from windward-leeward to a triangle course. Fritz Wagner grabbed first place, Thom Lee second, and Brian Hawkins third.

Sunday dawned sunnier and milder, with winds still westerly but now down to under 10 mph. The scene shifted to the Detroit River near the DYC, where generations of DYC Scot sailors have competed

in off-the-dock races. Current can play a major role in river races, so it's no surprise that DYC sailors scored most of the top five places. Thom Lee, again with his brother Paul crewing, took his second first-place of the weekend.

When all five races were in the record books, Thom Lee stood atop the board with 11 points overall, winning him the Golden Jubilee Regatta trophy. Since he does not live in the Michigan-Ontario District, the top trophy for the Districts went to the second place finisher overall, Forest Rogers, with Brusilow following.

At the awards ceremony, Rogers made a special presentation on behalf of the Flying



Scot Sailing Association to the Detroit Yacht Club for the club's contributions to Flying Scot sailing. It was a fitting end to a great weekend celebrating the 50-year partnership between the Flying Scot and the Detroit Yacht Club. 

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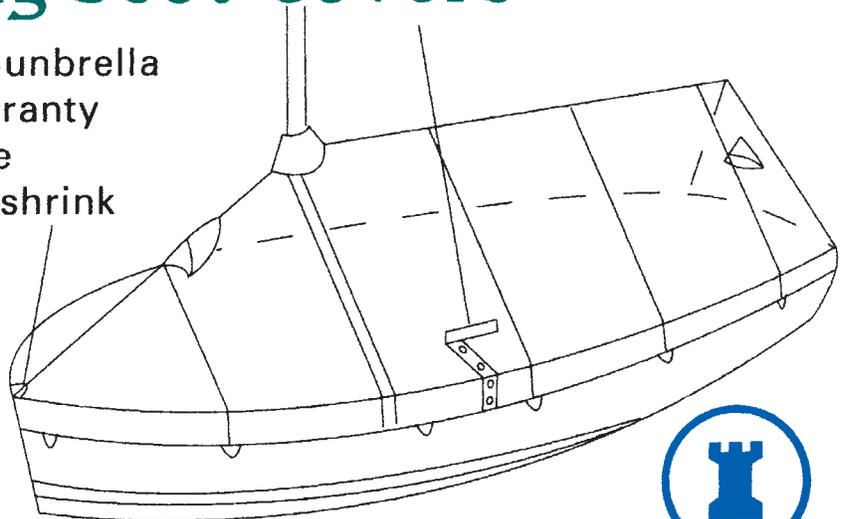
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1689 - Customflex built in 1970. Good condition. White deck, blue hull. Includes mast hinge pin, rebuilt trailer, 2 mains, jib, spinnaker and compass. **\$2400**. Located in Chatham, MA. Contact: John Morgan 201-655-9100 ajmorgans2@aol.com

1704 - Douglass built in 1970. One set of sails. Trailer & boat cover. **\$3000**. Located in Niantic, CT. Contact: Paul Maxfield 860-460-6700, pmaxfield@ct.metrocast.net

1772 - Douglass built in 1970. Light Blue/White Hull. Full sails, Spinnaker, motor mount, trailer, good boat. Needs some TLC. **\$1475 or bo**. Located in Central NJ. Contact: Bill Craig, 973-701-9282, william_craig@hotmail.com

3236 - Customflex built in 1978. Beautiful condition. Very well cared for-super condition. Swim ladder & grab rail, motor mount, 2003 Honda 2 hp motor, rudder lift kit, lifting bridle, main & roller furling jib, refinished center board cap and tiller, 3 added storage lockers; cockpit cover from sailor's tailor, reconditioned and repainted trailer. **Call for**

price. Located in Richland, MI. Contact: Tom Van Dis, 269-629-4086, vandis@millercanfield.com

5199 - Flying Scot built in 1998. White hull and deck with red trim, looks great, race package, dry sailed, dark bottom paint, GPS used for speed, Tack-Tic, alum. paddle, boat hook, new tiller extension, bow inflation bag, anchor, rudder lift, 2 sets of racing sails Schurr & North both rolled (crinkley), red spinnaker, mast flotation, motor mount, LOAD-RITE trailer, plus one ton boatlift total package. **\$11,900**. Located in Frewsburg, NY. Contact: Dick Schwartz, 716-569-4500, rasisaiah408@windstream.net

5458 - Flying Scot built in 2002. Radical Race Package, white hull and deck with green trim, Tack-Tic, one set of sails, Long Trailer. Dry sailed. **\$11,000**. Located in Deltaville, VA. Contact: Brent Winn, 804-338-7708, bwinn@grclc.com

5602 - Flying Scot built in 2004. Beautiful boat. Racing package fitted. Dry sailed in fresh water. Fully polished board and bottom. Long galvanized trailer. Three sets of sails. Cover, lifting bridle,

motor mount, and rudder lift. Boat lift available separately. **\$12,000**. Located in Northeast Indiana. Contact: Jim Grant, 260-503-9288, eric@sailrite.com

The US Sailing Championships for Men (Mallory) and Women (Adams) were sailed at Bay Waveland Yacht Club thru September 26th. Both regattas were sailed in Flying Scots. Below are photos of the Mallory Cup winners.



Photo by Cindy Cady

CAROLINAS DISTRICT *Continued From Page 17*

trying to get to the right on every little shift, usually losing a couple of places every time they tried to do so. The downpour started in earnest about 5 minutes after the last boats were out of the water.

Saturday night featured a homemade lasagna dinner prepared by the master chefs of Fleet 193, while Sunday's signature Grits 'n' Haggis breakfast allowed us all to sample real haggis. Charlie Fowler actually liked this stuff, which most everyone else thought tasted like very salty and slightly rancid ground liver. 🚤

Complete Results:

Pos.	Skipper and Crew	Home Lake	Finishes	Total
1.	Scott Cline and Bill Simmons	Chickamauga, TN	1,3,6,1,1	12
2.	John Kreidler and Tom Lawton	Hartwell, SC	5,2,1,9,2	19
3.	Sandy and Keith Eustis	Keowee, SC	4,6,2,6,6	24
4.	Jim Diemar and Neil Lovering	Cowan, OH	3,4,9,4,5	25
5.	Don Smith and Chris Kicinski	Norman, NC	6,11,5,2,4	28
6.	Ben Williams and Debbie Aronson	Clinton, IL	10,5,4,3,7	29
7.	Nigel Pitt and Rick Harper	Hartwell, SC	7,1,7,7,8	30
8.	Ellen and Kevin Meechan	Keowee, SC	15,10,3,11,3	42
9.	Charlie and Nancy Fowler	Lanier, GA	2,8,11,13,9	43
10.	Sam Secrest and Sharon Hamilton	Keowee, SC	14,7,12,8,10	51
11.	Spencer and Sue Ellen Mathews	Hartwell, SC	8,12,10,10,12	52
12.	Scott Adams and Michael Baker	Lanier, GA	12,9,8,5,19	53
13.	Terry Keane and Linda Redmann	Keowee, SC	9,13,13,12,11	58
14.	Jack Wise and Greg/Daniel Lewis	Keowee, SC	11,14,14,14,13	66
15.	Jeff and David and Kathy Knox	Keowee, SC	13,15,15,16,14	73
16.	Doug French and Dave Foland	Keowee, SC	16,16,16,15,15	78
17.	John Bowles	Keowee, SC	19,19,19,19,19	95
17.	Mike and Ginny Maness	Keowee, SC	19,19,19,19,19	95

STARTING LINE

Calendar Of Monthly Events

Fall 48 Regatta
Lake Norman Yacht Club
Mooreville, NC
October 31 and November 1, 2009
 Contact Tim Kendall
 Tim.kendall@roadrunner.com
 704-201-6966 or visit www.lnyc.org

Wurstfest Regatta
Lake Canyon Yacht Club
Canyon Lake, TX
October 31 - November 1, 2009
 Contact Bill McVey
 bmcvey@gvyc.com

Florida District Championship #2
Sarasota Sailing Squadron
Sarasota, FL
November 7 and 8, 2009
 For more info. contact Ron Pletsch
 regattafam@aol.com

Jubilee Regatta & 2009 FSSA Gulf District Championship
Pensacola Yacht Club - Pensacola, FL
November 14 and 15, 2009
 Contact PYC Sailing Director
 Stephen Wagner 850-433-8804 ext. 111
 sailingdirector@pyc.gccoxmail.com

Florida District Championship #3 / Gator Bowl
The Rudder Club
Jacksonville, FL
December 5 and 6, 2009
 For more info. contact Jon Hamilton
 jon.hamilton@cox.net

Florida District Championship #4
US Sailing Center
Jensen Beach, FL
January 16 and 17, 2010
 For more info. contact Dick Starita
 dstarita2@comcast.net

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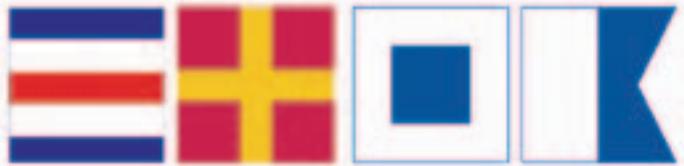
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