

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 53 NUMBER 6 2009

FLEET COMMUNICATIONS – MAKE THEM FREQUENT & FRIENDLY!

THE VIEW FROM THE
BACK OF THE FLEET
OR THE REAL
NEWS IS ...
WHO DIDN'T
FINISH LAST!

WISCONSIN
OR BUST!

RESURGENCE IN SCOT RACING IN THE CAROLINAS ATLANTIC COAST CHAMPIONSHIPS 2009

THE TURKEY AT
AT THE TILLER

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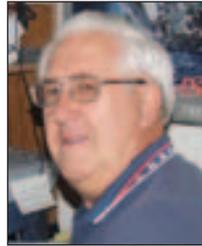
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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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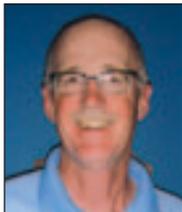
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From the President

by Charles Buffington, FS 5347



The boat is put away for the season, the leaves are raked, and the woodshed is full of split oak, so we're ready for winter here in western Pennsylvania. Certainly we enjoy the summer with its surfeit of travel and sailing, but we welcome the quieter seasons, too. There's time for reading and reflection by the fire, while old Mother Nature tries to disprove the theory of global warming with another snowy night. Tom Hubbell's *Sailboat Racing with Greg Fisher* and Wallace Ross's *Sail Power* are two of my favorite reads. Dave Perry's *Understanding the Racing Rules of Sailing* also provides brain teasers that will have a way of coming to mind at just the right moment during next summer's races.

The off-season is a good time to have one or more fleet parties. These events offer purely social opportunities to spend low-stress time with active fleet members, Scot owners who are hanging about on the fringes of the fleet, and potential recruits. The importance of the social aspect of fleet life can't be overemphasized. It's also a good time to plan events for the coming season, so that the schedule is out in plenty of time for people to submit their vacation requests.

If your fleet does not have a regular newsletter, this is a great time to get one started. The key ingredient is an active

fleet member who attends most functions and loves to write. I think this sort of person is every bit as important to the growth and health of the fleet as the fleet captain or the fleet "spark plug." Our surveys have shown that strong and growing fleets almost always have a newsletter, and the majority of these are distributed by e-mail. One prime example is Fleet 163 at Lake Nockamixon, where Mike Noone, fleet secretary, produces an entertaining newsletter/fleet report on a weekly basis in the summer and monthly basis in the winter. In a separate article in this issue of *Scots n' Water*, Mike shares some of his ideas that make the newsletter so successful. For example, he makes sure to mention everyone in the fleet at least once in every newsletter, so fleet members have an incentive to read the full report.

Much of my early Scot sailing was done in Seattle in the 1980s with Fleet 100. Jim Richards, Al Caro, and I were the first members, but we grew quickly to sixteen boats as Scot owners came out of the woodwork. About half of our members were interested in racing and half in cruising, since Puget Sound offers fabulous daysailing opportunities and great water access. The "deal" in the fleet was that the cruisers would attend the three race weekends we had each summer, if the racers would attend the

five or six "social sails"...like the Easter Sunday we sailed across the Sound from Shilshole, beached the boats, and hid eggs in the driftwood for the kids. This deal assured a good turnout for both types of events and a nice variety of sailing experiences. Admittedly, Puget Sound offers spectacular and varied sailing that many fleets can only dream about. But other solutions exist. The Hoover Sailing Club in Columbus races on tiny Hoover reservoir, but once a year the group takes their boats to Lake Erie and sails out to the Put-in-Bay Islands. There are cruising opportunities if you look for them. If you've got a favorite cruise, please list it with the FSSA Web site.

Winter is also a great time to get organized to travel. Why not have several of the fleet members who sail off the lake put on an educational session about what it takes to travel? There's a wonderful community of traveling Scot sailors out there just waiting for new members. Sarah and I also found that our racing performance at home benefited greatly from racing in other venues, where you have to think rather than just follow local knowledge. It can help you become a better sailor, too.

One bit of hard news: centerboards will be measured at the Midwinter Championship in New Orleans this spring.

Stay warm. ▲

Eight Bells – Eric Ammann

Eric Ammann teamed up with Sandy Douglas in 1957 and helped Sandy establish the FSSA class. Eric and his wife, Mary, bought the company from Sandy in the early 70's and kept it going until they retired in 1991. He was a good friend to the Flying Scot Association, Eric Ammann's earthly presence will be greatly missed.

New Fleet Announcement

Fleet 198 – Charlotte Harbor Yacht Club

Port Charlotte, FL – Charlotte Harbor

Florida District

Fleet Captain Martin Holland

bayracer@comcast.net

Fleet Communications – Make Them Frequent & Friendly!

Mike Noone, FS 5850; Secretary, Fleet 163

Frequent and friendly communications are critical to successful fleet operations. Good communications may not be the only mark of a successful fleet, but I firmly believe they are a key component of every successful fleet. Communications between the members of Fleet 163 at Lake Nockamixon, Pennsylvania, have advanced from a two-page, hand-typed, duplicated quarterly newsletter mailed to six members in 1987, when the fleet was chartered, to a weekly e-mailed *Report* of fleet activities now distributed electronically to over fifty members. Growth of the fleet was certainly facilitated by this *Report*, which, for at least the past 15 years, has been forwarded to any interested sailor in the area, within comfortable driving distance of our lake. (To protect the privacy of the sailors on the list, the distribution is always by “blind copy” e-mail.)

E-mailed communications are ubiquitous in business today and should become the cornerstone of information exchange in every active FSSA fleet. Of course, like everything else in our fleet operations, successful communication depends on volunteers with the time and discipline to issue messages on a regularly scheduled basis. It also requires fleet members’ input of material, which may be supplemented by information found in the sailing press and other online sources. I know of at least two other fleets that freely quote from our *Report*, and it is great to find that these other fleets are benefiting from the exchange of ideas.

The key to success of a weekly *Report* is to be relevant to the fleet members. Each week we cover the racing and/or cruising activities of the fleet, and every participant in these activities—skipper and crew-



A fleet secretary burns the midnight oil to meet a Report deadline – and contemplates the next winner of a Lighthouse Award.

-is named in the *Report*. With increasing frequency, digital photos also are included in the *Report* and, where possible, every boat that sails in that week’s events is shown “in action” in the *Report*. People make up every fleet, and people like to see their names and photos “in print”! Photos of the award winners from each regatta are a must – and it’s even better if all of the participants are shown, together

with the winners. The race results from the current series are generally provided in an attachment to the *Report*.

The Fleet 163 *Report* always opens with a “Start Line” that reviews the key events of the upcoming week and any “hot” issues, like reminders to renew FSSA membership! This is typically followed by a description of the activities

Continued On Page 9

Resurgence in Scot Racing in the Carolinas

Dave "Sailordave" Batchelor, FS 5164

In 2008, a total of ten regattas were part of the Helmold/Singletary Carolinas District series, but only one (1) sailor sailed the required five regattas to qualify for the trophy. The winner was Starling Gunn from Lake Townsend. This trophy was started many years ago by the late Dick Helmold of Fleet 27 to "promote travel" to regattas throughout the district. Dick insisted on adding to the trophy the name of Dr. Bill Singletary, also of Fleet 27, because of all of Bill's promotion of the class, including tenure as president of the FSSA.

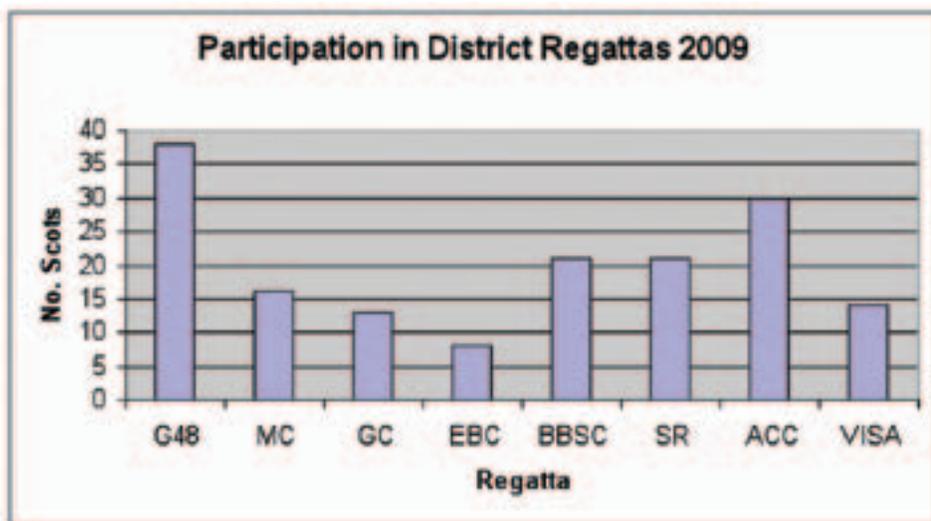
The economy has certainly presented its challenges in 2009, but Flying Scot sailors in the Carolinas District have enjoyed a real resurgence in racing activity this year. Two of our fleets were moved to the new Dixie Lakes District south of us, leaving us with six active fleets. With only eight races as part of the series, only four races were required to qualify. A skipper's average, using the low-point

system for each regatta, is totaled for the four lowest scores.

In 2009 we had twelve (12) skippers qualifying in at least four regattas, and eight competed in five to seven regattas. THAT'S A FANTASTIC IMPROVEMENT. Did we promote travel? Indeed we did. And even better is the number of participants at each regatta. The chart below shows the total participants at each regatta, including skippers from outside the district.

There were 127 regatta starts by 62 different Carolinas District teams and 21 by non-district competitors. These numbers are the result of near-record attendance for most clubs (for recent history, at least) and new records at several regattas.

- Great 48 – Fleet 48 had 39 boats, which is an improvement from 35 in 2008 but not up to their record 45 Scots a few years back. They are expecting big numbers at their Fall 48 on Halloween weekend.



- Mayor's Cup – Fleet 126 had 16 Scots, up from last year. Their fleet is growing.

- Governor's Cup – Fleet 27 drew 13 Scots--an improvement--and Harry Carpenter came down and helped us by winning back the Governor's Cup, which we'd like to keep winning with some help from other fleets. Our fleet is growing rapidly, and we contribute from five to seven Scots at most away regattas.

- Edenton Bay Challenge at the coast drew only 7 Scots and may be moved to attract more Scots.

- Fleet 78's regatta, which is normally sailed on a section of the Intracoastal Waterway near Beaufort, was moved to Blackbeard Sailing Club near New Bern and drew a whopping 21 Scots, including 4 out-of-the-district teams. Kudos to Joe Brake, who is really helping promote "down east" racing.

- Scots on the Rock – Fleet 158 in Columbia, South Carolina, had a great turnout with 21 boats indicative of the growth that fleet is experiencing.

- Atlantic Coast Championships – Carolinas District Championship held in Edenton, NC, by Fleet 27 drew 30 Scots, with 18 from outside the district. This was a record for the event in the Carolinas.

- VISA Invitational – Fleet 71 - with 14 Scots was up from last year and pushing for more next year.

Check out the Excel scores sheet to see how you finished this season Online on the District/News/helm.../Standings at <http://www.fssa.com/carsdist/docu->

ments/Carolinas Helmold-Singletary Scores Final Addition.xls. Let's recognize and congratulate our champion, Joe Brake, and the other qualifiers. ▲

SKIPPER	SAIL No.	TOTAL POINTS	RACES SAILED	LOWEST FOUR	POSITION
JOE BRAKE	2820	16.208	5	9.542	1
STARLING GUNN	1104	51.842	7	20.142	2
DICK SCHULTZ	1885	26.188	4	26.188	3
DAVE BATCHELOR	5164	38.596	5	27.196	4
JOE PRICE	5092	74.292	6	30.500	5
JACK GRIFFIN	5818	77.434	5	31.167	6
TOM KIRTLEY	5482	44.296	4	44.296	7
RAY MERRILL	4322	78.938	5	49.938	8
STEVE MORRIS	3500	103.417	6	52.750	9
JOHN HEMPHILL	4043	86.267	5	53.933	10
CHARLIE BUCKNER	3430	71.233	4	71.233	11
ALAN BACKUS	4105	71.313	4	71.313	12

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 Congrats to Greta Mittman Women's NAC Champion
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 Congrats to Jeff Perna Open House Regatta Champion

Gus Sails was glad to be on board!

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Atlantic Coast Championships 2009

Dave Batchelor, FS 5164

In 1999 I was on the Thistle Nationals race committee in Edenton, North Carolina, with Bill Ross's "A" team from Lake Norman. The team was made up mostly of Flying Scot sailors who fell in love with Edenton as a sailing venue and with the great hospitality and support from the Edenton Bay YC and the Chamber of Commerce. We bragged about it enough that sailors from the Capitol District indicated they'd like to sail there in the future. In 2000, Fleet 27 from the Raleigh, North Carolina, area decided to hold the Carolinas District regatta in Edenton and contacted Hans Noordanus, the Capitol District governor. He suggested we hold a combined regatta for the Carolinas and Capitol Districts. That turned out to be a great idea. We decided to alternate the event between districts at a coastal site each year. We sailed at Fishing Bay the next year and continued until the FSSA heard about the event and sanctioned it as the Atlantic Coast Championships in 2004, back at beautiful Edenton. The event continues to be hosted by clubs all the way up and down the coast. It shows that combined effort and great location(s) can kick off great competition and racing.

In 2009, Fleet 27 held the regatta for the fourth time and had a great regatta despite an early forecast of heavy rain and winds. We were expecting about 38 Scots, but the forecast apparently scared off a few sailors. Thirty teams (20 championship division and 10 challengers) sailed in excellent coastal conditions with a little rain and 12 to 18 knots of wind and some chop on Saturday. Almost everyone was sailing "two up" and enjoyed some close racing and got in

some planing along the way. The folks from the Capitol District led the way each race, with Dave Neff taking three bullets, only to learn he was OCS in the first race. Len Guenther (Capitol), Mike Miller (Capitol), Peter Beam (Carolinas), and Hans Noordanus (Capitol), in that order, had the lead going into the racing Sunday. Winds dropped off to a comfortable 8 to 12 knots, which resulted in some very close racing. Guenther held off Miller, winning a tiebreaker with a win in race 4, to win the regatta overall, with Miller 2nd. Noordanus won a tiebreaker over Peter Beam to take 3rd, and Dave Neff took the 5th-place trophy with a 2nd and 1st on Sunday, finishing only two points out of 4th. Three out-of-town guests placed 6th, 7th, and 8th, then Carolinas District Governor Joe Price was 9th in the championship division.

There was close competition in the challenger division, with guests Don and Barbara Griffin from Pittsburgh, Pennsylvania, and Ron Kiss from the Lavalette Yacht Club, Lavalette, New Jersey, fighting it out. Griffins finished 1st in the challenger division, with Kiss 2nd. (Ron came down to invite everyone to the Atlantic Coast Championships 2010, to be held on September 11-12 at the Lavalette YC in New Jersey. There's an excellent article in Scots n' Water [volume 53, number 4, 2009] about his club.) Charlie Buckner of Fleet 27 took the 3rd-place trophy.

FSSA's commodore, Barbara Griffin, was amazed and pleasantly surprised that we were able to run such an excellent regatta using a public hoist and harbor, with a large tent for our shore gatherings. The EBYC runs out of a marina without small-boat facilities.

Fleet 27 (Carolina Sailing Club) sails on Corp of Engineers lakes near Raleigh, NC, using state park ramps and facilities. That's about three hours away. Regatta chairs Alan and Pat Backus did an outstanding job of organizing and coordinating this remote regatta – as they always do. They are able to do so because of the support always given to us by the Edenton Bay YC and the Chamber of Commerce, which manages our use of public facilities. Suzanne Burnside is our active Scot sailor in Edenton and helps with coordination with the yacht club, and Scot owner Agnes Powell helps purchase lunches. Local vendors, including the caterer, make everyone feel welcome, and many of our guests asked us to let them know when there would be another regatta so they could come back. That list gets longer every year, and Fleet 27 looks forward to having everyone back. We wish to thank the members of the Carolina Sailing Club who came down and helped staff the race committee. Special thanks to Dan Goldberg, who continues to travel from Pennsylvania to serve as our PRO at this event and at the Carolina Sailing Club's annual Governor's Cup regatta. Dan seems to have adopted our club, and we really appreciate his support.

Carolinas District Championship

Congratulations to Peter Beam of Fleet 48 (Lake Norman YC) for holding up the Carolinas District's reputation with a 4th in the ACCs. Peter was the highest-placing member of the Carolinas District. His name will be engraved on the William Singletary district trophy, which Peter gets to display for the year, and he received a keeper trophy. Well done! ▲

SAIL #	SKIPPER	CREW 1	CREW 2	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL	PLACE
5055	LEN GUENTHER	JOSH GUENTHER		3	2	5	1	6	17	1
5861	MIKE MILLER	JOHN WAKE		2	6	3	4	2	17	2
5744	HANS NOORDANUS	TIM ELFENBEIN		9	5	2	5	3	24	3
5171	PETER BEAM	RICHARD KRUMDIECK		4	3	4	6	7	24	4
5609	DAVID NEFF	JASON HAIR		OCS 21	1	1	2	1	26	5
3015	JERRY LATELL	MIKE KLOPF		1	7	9	8	4	29	6
3339	JOHN HUBBARD	JOHN "ELLIS" HUBBARD		6	11	8	3	5	33	7
5769	CHRIS MACMURRAY	FRANK BARJOWSKI		14	8	10	7	11	50	8
5092	JOE PRICE	BRONSON BOLLING		7	9	7	14	14	51	9
5463	RIC BAUER	SHARON BAUER		8	12	11	15	10	56	10
1104	STARLING GUNN	STEVE RAPER		13	10	13	12	8	56	11
2677	JOHN KREIDLER	JAY MOPPUS		5	4	6	DNF 21	DNS 21	57	12
5164	DAVE BATCHELOR	TRICIA BATCHELOR		10	13	12	9	13	57	13
889	HOWARD NEEDHAM	ULLA BUCHHOLZ		11	18	14	13	9	65	14
4104	PETE COOKSON	CHRIS COOKSON		12	15	18	10	12	67	15
4322	RAY MERRILL	MARK MERRILL		OCS 21	16	16	11	16	80	16
4043	JOHN HEMPHILL	HUDSON BARKER		15	14	20	17	17	83	17
5818	JACK GRIFFIN	SCOTT CESAR		16	17	19	16	15	83	18
3500	STEVE MORRIS	MARK EVAN		18	19	17	18	18	90	19
3810	DAVID JOHNSTON	SHERRY SUTLIF	SAM JOHNSTON	17	DNF 21	15	DNS 21	DNS 21	95	20

Continued From Page 5 GREATER NEW YORK

of the past week, with photos and names. Great photos can usually be obtained from the race committee; if necessary, loan them your camera, and be sure to use a polarizing filter. Photos of the social activities following racing can usually include more of the sailors than is possible on the water, and most e-mail programs make it easy to insert and edit photos within the text.

Two *Report* features that get frequent mention in conversations at the lake are the "Performance of the Week," where the team that demonstrated the "best" sailing performance of that week is recognized in a short note. Perhaps of even greater

interest is the "Lighthouse of the Week" feature, where the team that may have missed a mark or otherwise lost its way on the racecourse is also "recognized" in a note!!

The local fleet calendar, with details of events scheduled for the next 30 days (and updated weekly) is a must in any *Report*, and a separate calendar of FSSA national and district events is key to keeping the fleet informed about sailing opportunities at distant venues with more challenging competition. Other features that will add value to any *Report* include a "Used Boat" section, where Flying Scots available on the local mar-

ket are listed, and a feature on other sailing-related news, sailing seminars, and local club social events.

If you are not yet communicating directly, and frequently, with your fleet members, I recommend that you seek out a volunteer "secretary" and start the ball rolling. I am sure that you will be pleased with the result and that you will get plenty of input from others as the communication habit develops. Watch how much the participation increases at your sailing events and how much better the camaraderie becomes within your fleet. Communication may not be everything, but it sure can be a large part of everything!! 🚤

The View From The Back Of The Fleet Or

**THE REAL NEWS IS ...
WHO DIDN'T FINISH LAST!**

Lawrence C. Melton, FS 4427

“Hey, Dad, when are we going to go sailing again?” This is my 24-year-old son speaking, the one who has moved out of the house, is living on the other side of Columbia, is [sort of] supporting himself. Sometimes, the old open-hand gesture is still an active part of his nonverbal vocabulary. There are times in life when bad things happen to good people. At my age, you know and accept that. There are times, after age 60, when you lose hope of the sun ever streaming through the encircling gloom again. But then...then...your son asks about crewing for you and, in a flash, the world goes from gray to full Technicolor.

So, we're off and running as a team: father Lawrence at the helm and son Parker as crew. It's been a few years since we've sailed together, and this is the first time Parker has really been interested in racing the boat. In his teens, he loved to put a motor on the Scot and, on his own, use her as a fishing boat. We make plans. We tag along at a few club races. He's inexperienced but keen to learn, utterly fearless, and (unlike some who volunteer to crew for me) he's a strong swimmer, so I don't have to worry about dumping him into the lake.

We seem to be getting a little better. Then we seem to be getting a little worse. We get a lucky puff in a drifter and pass a few boats. We stall out and watch as the other boats head for the finish while we're baking in 90+ degrees with no wind, going nowhere, no way, no how. The summer drags on. We're getting experience, but we're not getting the practice we need with the spinnaker. With only eight to ten boats out on a Saturday, and the usually

generous starting line set by our race committee at Lake Murray Sailing Club (South Carolina), we're a little uncertain about how to get a good start. And our Fleet 158 BIG EVENT, the annual Scots on the Rocks regatta, is coming up on September 12.

A LITTLE PRACTICE CAN BE SCARY.

Practice makes perfect! Yeah...riiiigggh-hhht! On Labor Day we head out to LMSC in the afternoon. In downtown Columbia, it's clear and breezy. Out on the lake, it's not so clear, a little more than breezy and getting even breezier. As we put our boat in the water, Commodore Ryan Gaskin and Chris Rudek are coming off the water in Ryan's Scot (FS 5673). They're both a little white in the face, looking glad to be coming in rather than heading out. I invite Chris to come out with us for a bit more time on the water. He declines. Undaunted, we hoist

our sails and head out into a good 10-knot breeze out of the northeast. We beat upwind into the adjoining cove for a long run with the spinnaker, and just as we turn downwind, it shifts to the east and, instead of going downwind, we take a nice, long, beam reach out to the main body of the lake. By this time, whitecaps are popping up--laughing, making rude gestures, mocking our ambitions. We thumb our noses at the whitecaps. The pole goes out. The spinnaker goes up. We're off in a whoosh of white water, dodging spray from the bow wave, looking like a motorboat. I think of Speed Boat Spike from Richard Scarry's Cars and Trucks and Things That Go. That was Parker's favorite book for about ten years, until its worn remains were gathered into a box and put away in the attic. No sooner have thoughts of reading Richard Scarry at bedtime passed



through my mind than I look around and we're halfway to "Bomb Island," which--if you know Lake Murray--is a LONG WAY from our club. And, as best I could tell from the deceptive calm that comes with running downwind, it's blowing even harder. Parker gets the spinnaker down and I turn to port. WOW!!! Coming up into the wind kicks us over to about 88.6 degrees, but Parker is there, hanging on, leaning over, hiking out, getting us where we belong again, vis-a-vis gravity and all. He is fearless (as I said). We work our way slowly back against the wind. Only when we get back in do I learn that it was blowing 15 to 18 and gusting to 20. But we did get the spinnaker up!

SCOTS ON THE ROCKS 2009:

Saturday, September 12, comes in clear and with a little wind. We arrive early enough to get the boat in the water and over to the rigging dock and then to watch the out-of-town boats roll in. A little trash is being talked. "Hey, Ryan," I heard someone say, "are you going to let those folks from up North kick your butt again?" I'm not sure who said it. It may have been me. Funny how the memory blurs.

These out-of-towners are pretty impressive. Five Scots from the Lake Norman Yacht Club; three from the Keowee Sailing Club; one each from Conyers (Georgia), the Western Carolina Sailing Club, the CSC (Raleigh, NC), the SYC, and the Hobcaw. They're all pretty nice folks, it would seem, but they're all business, getting on with stepping their masts like they know what they're doing, avoiding all the nit-picky rigging errors that plague the novice. They're here to race. To this core of out-of-town competence, add nine Scots from our own Fleet 158. It's 22 Scots. Clear weather. And 5 knots of wind. Perfect. An hour before the first race, we are all parading past the point, around our flag and club burgee, headed for the big water--a glorious sight, and worth the trip, even if you have to come from Wyoming.

SATURDAY – IF IT CAN GO WRONG....

Now, about the start. It's not like I'm totally new at this. I've raced before. I've crewed with some really good Scot sailors. I've got good people in the club helping me

out, giving advice, sharing secrets. I read *Sailing World*. I've read this book and that book that are all about sailboat racing, and I've studied their charts, and in my head I know what a Vanderbilt start is. But you talk about a situation where head knowledge is worth a whole lot less than what you paid for it! It's there at the start when the boats form up and chaos descends and you can't even remember who wrote all those know-it-all books! Now, I've got to say that Rich Sweet and our race committee were wonderful! But their perfection didn't help me at all. Problems came at the beginning and at the end.

In the first race, I planned to stay off the line, tack to starboard with a minute to go, and amaze the world with momentum as I crossed the line. Except I misjudged the line, got too far away, missed a wind shift, and limped across the line many precious yards behind the others. I probably did some other things wrong, too, like staying on starboard tack too long and so on. But, whether from luck or whatever, we did pass a few boats and were within touch, taste, and feel of the finish line when. . . when the [expletives deleted] wind died! Not faded. Not slowed. Dead. Passed away. Gone before. Kaput. Nada. The official version has it that a "major convergence zone" descended on Lake Murray. That may be. I personally did not see it. Nothing major. Nothing converging. No zone. But, like I say, the wind died. We weren't DFL or DNF. We were TLE (Time Limit Expired)...along with seven other boats. In the scoring, each of us was given a 15. If this had been golf, one would have thrown one's putter down or even broken it. Funny, you don't see sailors doing anything equivalent.

So, there we were. All dressed up and nowhere to go. The committee boat pulled up anchor and started to shore. Thoughts of cold beer on bitter disappointment began to assemble in what was left of the overheating grey matter. It's not a recommended cocktail, but it's better than bitter disappointment with no cold beer.

And then there's that little feeling of a breeze, less than a ripple, more than a hint, just enough to make a liar out of you if you should mention it, the twinge in the air mass that might mean nothing or might

mean everything, the sort of thing one is afraid to mention, that makes one put an index finger to one's lips and shake one's head. But then--oh, glory!--it starts to fill in. It's for real. The committee boat turns around. There's still time! All is forgiven. It's the best of all moments. And this time we're not going to blow it. Except, of course, we do. Not from lack of trying. We're up on the line all right, going nose to nose and bow to bow with the hot shots, until--you guessed it--we were luffed over the line and had to dip back and start at the back of the pack again. Oh, well. We finished 19th of 21. Not DFL. Not by a long shot. We beat two boats. And we were ready for more.

SUNDAY – SCOTS OWN THE LAKE.

We're up at 6:00 A.M. on Sunday for our 45-minute drive out to the lake. We're sipping coffee and saying little, hoping for wind. And we are not disappointed. She's blowing. It's a fine morning and, to make it near perfect, there's not a powerboat within sight or sound. Flying Scots own Lake Murray, all 54,000 acres of it!

The first race is at 9:30 A.M. The wind is blowing from the east at 10 knots. The boats form up. I tuck in the line. I slow down. Everybody slows down. Nobody's luffing me over. I'm near the right side of the line. The horn blows. We trim in. We accelerate. We're up there with the pack. But, again, we stay on starboard too long. We seem to be going like blazes until we see the spinnakers popping out and coming back at us, and we realize that we're out of it again. But we do well with our spinnaker (which for us means that it goes up without a hitch and comes down without dropping into the lake). Still, at the end, there's Tom Cobb and John Steel shouting at us, "Revenge is sweet,"...and me saying, "Enjoy it while you can." Oh, we talk tough at the back of the fleet!

The second race is even better. My plan is to join the line late and tack immediately to port around the committee boat. It works...sort of. We don't have the boat speed I'd expected, but I look around and we're ahead of Ryan! Thinking we must surely have done something right, we head off to port. Boat speed is good. We

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The Turkey at the Tiller

John B. Kittredge, FS 4070

It is with great interest that we read the continuing articles in *Scots n' Water* and elsewhere concerning the settings of mast, sail, and other trim of the Flying Scot. "Highlights of *Scots n' Water*" is especially good for those wanting the basics. All of these articles serve a noble purpose in helping all of us perform better in the heat of competitive sailing.

Several years ago, one of our better sailors was competing with another of our best for first place. Before every race, he would spend a lot of time readjusting just about everything that can be adjusted on a Scot. He was a great student of a great number of these instructional articles. When he lost to the other, he would bemoan his adjustments and vow to study some more and set them better for the next race. After hearing these tales of woe for several weeks, we finally suggested to him, rather forcefully, that he forget the darn settings and just sail the darn boat! He did, and he won the season series.

My first Scot here on beautiful Gull Lake some 30+ years ago was an older model (162), and I spent a lot of my early time with it trying to find out how to upgrade it to a more modern vintage. I even wrote FSSA and got a fabulous and impassioned letter from Sandy Douglass saying, essentially, *don't change a thing - keep it as is - that's the beauty of the Scot!* I didn't have the nerve to write back saying I just wanted to change from the old round winches to the newer ones, get a vang and outhaul that worked, etc. That kind of thing.

When we finally got a spinnaker, I

read the "how to" part of "Highlights" a number of times. My eldest son was helping me learn. In the first race we just beat Max Doolittle (the grandfather of Flying Scot sailing on beautiful Gull Lake) to the windward mark and, with fear and trepidation, raised our chute (Max didn't use one then). Max passed us heading to the leeward mark. Okay, that was a try. We again studied the instructions in "Highlights." The next week, again, we just beat Max to windward, we got our chute up, and Max beat us again to the leeward mark. Weeks 3 and 4 were repeats. On week 5 we finally got it figured out, and Max did not beat us to leeward again--until, of course, Max also started using a spinnaker. But that's another story.

All of this takes me back to my pre-Scot days of sailing on a sailboard on White Bear Lake, Minnesota. These were Sunday afternoon pickup races, very informal but fun for all. My neighbor and I had just built fiberglass sailboard kits (with extra flotation!) and we were pretty proud of our handiwork. Only one problem. I kept coming in close to last place. The winner of every race had a very old, plywood Sailfish. After several weeks of said humiliation, my silver tongue got the best of me and I suggested that it must be great to sail a very fast boat, race after race, week after week. He agreed. Then he also suggested that we trade boats for the next race. I eagerly accepted, knowing it would be my very first win!

Okay, so you know what happened. He won and I lost--again! But it got me thinking...finally! Could it be good ol' me who's at fault? Could it be that I might

not know what I was doing? This really didn't make a lot of sense at first, because I did know how to steer the boat and how to go around the course. But could there be a turkey at the tiller that was losing all these races? Much to my dismay, I was the turkey at the tiller and it was me that made my boat slower than so many others. When I realized that races are won by the skipper making the fewest mistakes, it seemed quite logical that races were lost by the skippers making the most mistakes. Ouch! Now that's pretty tough to swallow.

The basic settings on a Scot (and every other sailboat!) are very important, especially weight distribution, board depth, and vang and outhaul tension. These are easily adjusted on the water during a race, if necessary. Other settings are important primarily to those with well-matched boats with close-to-equivalent sails, equally clean hulls, and well-matched skipper skills. When we who are still in the even-advanced learning mode concentrate on things like these--let alone mast rake and stay tension settings--and use them as excuses, we are not sailing up to our potential. We're missing an essential part of sailing...and that includes a lot of the fun of sailing.

Sailing is supposed to be fun. It is when we go out and sail! So think a bit less about excuses, and concentrate on those freaky wind shifts and starting strategies and mark-rounding tactics... and have a great afternoon of sailing! Hey! Then you'll leave your turkey at the dock! 🦃

Check fssa.com for the latest news!

Wisconsin or Bust

Diane Kampf, FS 5857, FSSA First Vice President

Greg and I recently visited Door County in the upper peninsula of Wisconsin on Green Bay to participate in the 2009 Flying Scot North American Championship. We were amazed to see that, about halfway up the peninsula, the communities were devoid of McDonald's, CVS, Target, and other chain stores we have come to know. The small towns truly had your typical Mom and Pop stores, restaurants, and personal art galleries. This was a refreshing change from the everyday craziness we are so used to. We ate a few meals (those few that were not provided by the regatta) at the local restaurants, including Wilson's Ice Cream Parlor, where I had to go back three more times to make sure the ice cream really was good!

Driving west on Thursday, July 30th, our friends Hank Sykes and Randy Williams led the way and were about two hours ahead of us, scouting out hotels to stay at for the night and restaurants that were worthy of taking our money. We took Interstate 90 most of the way to Wisconsin, passing through Albany (NY), Erie (PA), Toledo (OH), and South Bend (IN), then north through Chicago (IL) and Milwaukee (WI) before settling in Ephraim (WI) for the week. When we arrived on Saturday, August 1st, Hank and Randy were in what we thought was the extended lobby of the lodge, but it turned out to be our apartment for the week that we shared with Hank and Randy and Bill & Melanie Dunham. It was a two-story lodge with bedrooms upstairs and an open living room, dining room and kitchen, all glassed in, overlooking the Ephraim Yacht Club (where our boats were) and Eagle Harbor (where

we sailed). Hank scouted that out for us a year ago! One night, he invited half the regatta participants to our place for dinner. We had spaghetti and meatballs, so it worked out great!

Organization--by regatta chair Carol Claypool, her sister Nancy, and Ryan Malmgren--was superb, from registration, check-in, sail measuring, boat measuring, and sign-off that you were all set to compete. We were lucky enough to be chosen to have our boat weighed and board checked. To do that, an excavator was used to lift the boat onto a very cleverly built rack where the board could be lowered and measured. Our lifting bridle seemed too long and our boat could not be lifted onto the rack, so we tried another bridle. After the third bridle, we decided there was something else wrong, and they tried lifting it up a little higher. Success. Our boat is new, so we figured everything would measure in, and it did. We were

OK'd to take the boat to the club and find a place to get some lunch.

The Ephraim Yacht Club has a concrete dock where they put about 50 of the 74 boats, each diagonally on a trailer, with boats on both sides of the dock. There were two hoists and boats could choose either one, depending on the wind direction. With the youth from the club working all week to help, everyone cooperated in taking turns getting boats in and out. And for the boats that were not on the dock, there is a ramp down the street where the rest of the boats were dry-sailed, with similar cooperation from all.

There were the obligatory FSSA meetings for me--executive committee, fleet captains, and district governors. We shared lots of good information with the fleet captains, and we had some pretty hard work to do with the executive committee and the district governors to keep within the decreased budget for the new



year based on less income this past year. We also had the annual meeting, where we gave out special awards. Fleet 76 got the "Most Contributions to Scots n' Water" and the New England District was recognized for the most contributions by a district to Scots n' Water. I gave out fleet growth awards to several fleets that had continued to grow during 2009. I came out of the annual meeting as the First Vice President of FSSA, and I am getting my arms around what that means. The biggest thing is that I will most likely be President in two years, so I have a lot to learn in those two years! (This is usually a six-year ladder, but somehow for me it is three years.) Well, we all got through all the work, and the rest of the week was lots of fun.

The hospitality and food were very good. The commodore's welcome party included lots of finger foods and hors d'oeuvres and sweets. We had a burgee swap, which is always fun, and I picked up another souvenir for my collection. The brat party was great, with corn on the cob and hamburgers for those who did not want the bratwurst. The pig roast was delicious, with lots of fixings. All of these were held at members' homes under huge tents in case it rained. (It didn't!) The annual banquet, held at a local country club, was really nice, as well. And there was always enough beer and water after the races under the "beer tent." You see, Ephraim is a dry town, and the only place you could have the beer was under the "beer tent" that was set up on the town green. There were people walking down the street with t-shirts around their cups...kind of like college days!

The Women's and Junior NACs were sailed on Sunday. Greta Mittman, Southwest District Governor, won the Women's event, with five boats sailing. Congratulations to Greta and her team. Stewart Draheim (with his father, Bill Draheim, as crew) won the Junior event, with ten boats sailing. Stewart was awarded the Fleet 76 Award, which was donated by Greg and me since the original Junior NAC trophy had been missing since 2002. It felt pretty good to see such a fine sailor get the award.

The sailing for us was great, and the

three members of Massapoag Yacht Club in Sharon (MA) who made the long trip out--Tim Hill (originally from EYC), Ed and Eric Wojtaszek, and Greg and I--were not disappointed. What a wonderful sight, seeing 74 Flying Scots out on the water in the harbor. We split up into four groups (A, B, C, and D) for the qualifiers. In race 1, group A sailed against group B, while group C sailed group D; then in race 2, A sailed C, while B sailed D; and in race 3, A sailed D, while B sailed C. So everyone sailed against everyone else at least once. The most memorable for me was when we started the first race and rounded the windward mark 1st, ahead of everyone. I was not sure what to do with the spinnaker because there was no one ahead of us to follow!!! Only 4 of the 36 other boats caught us, and we ended up 5th in that race, feeling pretty good about the whole thing. After two days, we found ourselves in 14th place out of 74 boats, right up there in the Championship Division. Who knew?

After the qualifying round, there were 37 boats in the Championship Division and 37 in Challenger. In the finals, we were fairing pretty well and were 15th after two days, only 9 points out of the trophy realm. On the last day, we sailed two races and just could not get the boat moving. We ended up in 30th place overall but feeling pretty good that we had sailed our hearts out and finished all the races upright. We think we made MYC pretty proud. We will continue to try to go to the NAC and see if we can work our way up toward the top someday!

Our ride home

was pretty smooth, except for Chicago; that's never fun, but the rest was smooth sailing, er, driving. We made a side trip to Saratoga because we had promised them we would, but there was no wind and we never launched the boat there. We were able to see Peter and Ann Seidman and everyone else who came, and we delivered some shirts we had from the Wife-Husband Championship. Jim Cavanagh won the 2009 Saratoga Invitational, sailing with Dave Jacobsen, Jr. We sure hope to be sailing at Saratoga again next year!

We made it home from Wisconsin with cheeseheads for the grandchildren and gifts for their parents and my mother. There was no time to waste--back to work on Monday, and then get ready for the Mallory/Adams Area A Eliminations and the MYC Fall Regatta, after just finishing up the Flying Scot Wife-Husband. Yikes, I can hardly wait for the 2010 season! 🚢

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Can a Small Club like Massapoag...

Host the Wife-Husband? We Can and We Did!

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

After getting approval from the Massapoag Yacht Club Board of Directors, I decided to take a stab at hosting a Flying Scot Wife-Husband Championship. At the 2007 Midwinters in St. Petersburg, Florida, I attended my first Board of Governors meeting, presenting my action item bidding on the Wife-Husband Championship for July 2008 or 2009. Since 2008 was already awarded to Oklahoma City, I requested that we be considered for 2009. The nay-sayers were there, saying "You've got to be kidding! Massapoag is going to try to run a Wife-Husband?" I thought briefly about retracting the bid but then realized that I (maybe naively) believed we could do it. I wanted to show that a small club, with good planning and good people, can do this regatta. Well, we got the approval to go ahead, and the planning began.

As regatta chair for Massapoag Yacht Club in Sharon, Massachusetts, I developed the project plan and began to round up the committees needed. We figured out the menu and got a caterer lined up. Later in 2008 and early 2009, I worked with the Flying Scot National Championship Committee (NCC) to get the proper PRO and judges lined up and to get the sailing instructions and NOR in place in time for posting in Scots n' Water and on FSSA.com. We got people lined up to prepare the property, to make sure there was enough room to hold the estimated number of boats and cars. For the dry-sailors we expected, we made our parking spaces deep enough to hold the car and the trailer with the boat on it, mast up. We painted the building, one member put new doors on the clubhouse, and we rented a tent in case we needed it for inclement weather.



Our PRO from Massapoag and Fleet 76, Gary Werden, was quite qualified to run our races, with 30+ years of experience, as well as being the Sharon High School sailing coach, but he was not yet certified by US SAILING. So he went about taking the proper classes and tests to become certified. Linda Epstein helped us line up US SAILING judges, and the NCC approved the NOR and SI with only a few small changes, so we were on our way.

We knew we wanted to have all guests feel special from the minute they arrived at MYC on Friday, July 17, to the minute they left on Sunday, July 19, 2009. We even lined up a marriage counselor, Ron Alman (he and his lovely wife, Barbara, have been married for 50 years, and they sailed together for many years as skipper and crew). He felt he could offer assistance to anyone during and after the races, but luckily no one had to take him up on his offer. We did lots of shopping for soft drinks, water, fruit, chips, cookies, crackers, and other food to go along with the food from the caterer. We wanted to make sure we were ready, in case it was really hot and people needed to drink. We were right about that – it was pretty warm, and we used up lots of liquids of all kinds.

Gary lined up the Junior Members of MYC to help with race and rescue support, along with some MYC Regular Members as race committee. He spent time coaching the Junior Members to be ready for the two days of work, including ferrying people to boats, setting up and moving marks, signaling course changes, spotting the line, serving as mark boats, and rescuing, if needed – all-around race support. At the regatta, we gave them navy-blue MYC Race Committee t-shirts from Kim Locke's Constitution Advertising, so they could dress the part as well as be easily recognized as the Race Committee team.

Now we needed boats, and we wondered how many would come. Mike Noone from Fleet 163 at Lake Nockamixon in Pennsylvania saw the NOR and sent in his registration in February! That was a sign of things to come. We had 39 boats register for the regatta, with only two registering after

the deadline for early registration. They came from Tennessee, Maryland, Ohio, Pennsylvania, New York, New Jersey, Connecticut, Maine, Vermont, and Massachusetts. Two fleets--Fleet 11 from Rockport, Massachusetts, and Fleet 163--each brought five boats, and these are fleets that had not done much traveling prior to this event. Fleet 163 had been practicing with a wife-husband series, culminating in their appearance at the Wife-Husband regattas.

We heard from some that there was some trepidation about traveling this far for a weekend regatta, especially since there were only three races, while others were glad it was only three races. We had people who worried that they would sign up for the no-spinnaker division and then we would not sail that division. Others worried about whether there would be any competition on a small lake like Massapoag, nestled in a tiny Massachusetts town. I can tell you that, by the end of the weekend, these concerns were no longer being heard.

On Friday morning, the tent was delivered, with walls we never had to put up all weekend. Our guests started to arrive and, although we had scheduled the check-in to start at 4 P.M., we got set up much earlier and started checking people in and getting their boats settled for the weekend to dry-sail, sail from a mooring, or sail from the dock. Our MYC members, led by Harvey Davidson, Jim Cavanagh, and Greg Kampf, did yeomen's work to keep the process going and have a good balance of boats in each location. It seemed to go almost perfectly, and the boats were in place for the next day. When we got some wind, some people went out for a few practice races led by Jim Cavanagh; that went well for those who had not sailed together much or had never sailed at MYC.

Thirty-five teams actually turned up, of the thirty-nine that registered. We had our FSSA president, Barbara Griffin, and her husband, Don; our first vice-president, Charles Buffington, and his wife, Sarah; treasurer Diane Kampf with her husband, Greg; and two District Governors, New York Lakes Governor Ann Seidman and her husband, Peter,

and the New England District Governor (me). After all had checked in, we had 12 in the championship division with green ribbons, 12 in the challenger division with navy-blue ribbons, and 11 in the no-spinnaker division with their pretty pink ribbons. We couldn't have asked for a better split. We had originally planned 7 trophies for championship, 5 for challenger, and 3 for no-spinnaker, but after the regatta I bought two more trophies and went 5 deep in the no-spinnaker division, since the split was so even and I wanted to be fair. I delivered one at Saratoga's regatta and one back home at MYC.

With all the goodies brought by Margy Davidson, Bob Kozeil, and their committee, and hamburgers and hot dogs cooked by Commodore Evan Locke, we partied into the night on Friday. We ate lots of food, drank beer and wine and soft drinks, and generally had a wonderful time. It was great to see so many people again and to meet so many new people. We had a few campers, including Greg and me; eight families put up guests; and the rest of the competitors stayed in local hotels/motels. I don't think anyone was more than 10 minutes away from the club. I had to go home that night to pick up things that were shipped to me by our sponsors. It was 11:00 P.M. when I got home, so I showered at home, then headed back to the club in my pajamas, hoping I would not get stopped and caught like that! It rained like mad on my way back, but I got there safely, no worse for wear.

Saturday morning breakfast was delivered by our caterer, Roche Brothers, and nicely prepared by Mary and Morey Waltuck. We ate like kings and queens and we all cooperated getting the dry-sailed boats into the water. At the skippers' meeting, Gary, our PRO, delivered a change to the sailing instructions in the event we had a west or southwest wind. Gary had spent weeks worrying about what he would do if we got a west wind, with our lake being pretty narrow from east to west. The solution he devised was a trapezoid course. That made all of us a little nervous, since most (or all) of us had never tried the trapezoid course. But the diagrams Gary delivered were excel-

lent, and we all went away from the meeting studying the course. Unfortunately, there was very little wind, so Gary recommended that we wait to go out. There were a few boats that had wind and those teams were able to sail up and down the lake, but we were waiting for conditions that allowed ALL the boats to sail at the same time! We all visited with each other and got to know each other a little better, and we finally decided we'd have lunch and see what Mother Nature would bring. Lo and behold, Mother listened to us and cooperated. Skip Russell and team helped get the dry-sailed boats into the water, and we all anxiously got into our boats. The junior members did a great job of ferrying people to the boats on moorings, and those on the dock took care of themselves.

We started with a windward-leeward course, and the race committee did a good job of keeping the fleets separated in the southwest wind. But they wanted to do better. Sure enough, they decided to go with the trapezoid course, and they did a super job of setting it up for the second race. Everyone hurriedly took out the sailing instructions to do another study of exactly what the course was. It was pretty simple: windward-leeward-windward, broad reach, leeward-windward-leeward, short reach to finish. There was some delay between fleets, but it turned out to be a really neat course to sail and really kept the fleets separated very well. I wish I had an aerial view of the lake when all three fleets were sailing on the course. I did not hear too much yelling on the water, and I think, in general, it was a pretty polite and civilized set of races out there. We did not give the judges--Bill Collins, Susan Epstein, and Leo Berendes--much business. They did mention how well-behaved we were!

After the races we headed in to get ready for the evening's festivities, starting with the keg, followed shortly by a marvelous cocktail party put on by Bill and Lenore Olsen, Leila McNeff, and their committee. We had a fun raffle where we gave away good stuff from our sponsors, Flying Scot, Inc., Mad Sails, Coral Reef Sailing Apparel, West Marine, North Sails, and Fleet 76. The names of each

wife-husband team were entered into the raffle, and we let each winner come up and choose from the prizes on the table.

The caterer came back with dinner, a feast fit for lots of hungry sailors, with lobster and clam chowder, and chicken and ribs for those who wanted that instead of, or along with, their lobster. A few people ate two lobsters, and I think that Chris Danilek ate his usual three -- or was it four? There were lots of fixings and we followed that with our now-famous make-your-own-sundae bar and lots of yummy cheesecakes. We had another lovely night of visiting, and Greg and I were lucky enough to have his family members from out-of-town and some of the Massachusetts Kampfs visiting us for dinner. Good wind, good food, good friends and family -- it just does not get any better! We had a great night and then settled down for a good night's sleep.

Sunday morning came in with an almost perfect day for racing, some sun AND some wind, again mostly from the west. We ate a great breakfast once again, had our skippers' meeting with some words from PRO Gary and Chief Judge Bill Collins, and headed out to race. The race committee set another trapezoid course, and by now we were all pretty happy about that. We had a great race, with places changing a few times, and just a little more yelling than the day before -- I think it was between boats and not between skipper and crew! Some of us were yearning for more races, but many needed to get going on their long ride home. Our scorekeeper, Annie Pennington, and the Race Committee made quick work of compiling the final scores.

We had another great lunch and followed that with the awards ceremony--but not before I had a chance to thank so many people for coming and so many people for helping, for putting up our guests, for doing a great job on race committee and as judges, and for an altogether wonderful weekend. We gave a West Marine gift certificate to the Sharon High School sailing team, many of whom were members of our Race Committee, and we gave one to Harvey Davidson and Jim Cavanagh for all their help. I also had

to thank my skipper and husband, Greg Kampf, for all his help and support in preparing for and executing this event. Our Vice Commodore, Mike Goldstein, presented me with a beautiful bouquet of flowers, which momentarily left me speechless (if you can believe that)!

Before the regatta, I wanted to come up with trophies that were really symbolic of a wife-husband event. I chose sailboat bookends, which seemed to symbolize the wife-husband skipper and crew. At the beginning of the regatta we established who registered first, who came the farthest, which teams were at their first Wife-Husband Championship, and which teams were over 100 years of age combined. We gave appreciation awards to Brenda and Mike Noone for registering first and to Patricia and Rob Fowler for coming all the way from Tennessee. About half the entries were first-time Wife-Husband participants, and most of us qualified for the Century Award! Perhaps we should have an award for the youngest couple at the event. We'll have to think about that one.

We asked PRO Gary Werden, Vice Commodore Mike Goldstein, and FSSA President Barbara Griffin to help present awards. Congratulations to Marne and Ed Wojtaszek from MYC for the best finish by a first-time Wife-Husband participant, and to Patricia and Rob Fowler for winning the Eric & Mary Ammann Trophy, the "Century Award." Winners of the no-spinnaker division were Roger and Kate Sharp from MYC. The winners of the challenger division--also winners of the Cal & Anita Hudson Trophy--were Marianne Yarmey and Skip Montello from Rockport, Massachusetts. And winners of the championship division and the Charlotte & Greg Fisher Award were Linda and Chris Danilek from Vermont.

Now I think we can safely say that a small club like Massapoag can run a Wife-Husband Championship, and we invite other clubs to submit bids for the event. We had a great time from start to finish, and we'd love to do it again some day. Thanks, again, to all. ▲

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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

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Motor Bracket...

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

Bow Flotation Bag Kit...

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

Web Lifting Bridle...

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

Jiffy Reefing Kit...

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

Trailex Aluminum Trailer...

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



Aquameter Sailor II Compass & Mount...

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

Plastimo Contest Tactical Compass & Mount...

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



Tacktick Micro Compass & Mount...

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



Stainless Steel Mast Sleeve...

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



Rudder Lift System...

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



Swim Ladder...

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



Mainsail Flotation...

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

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The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.



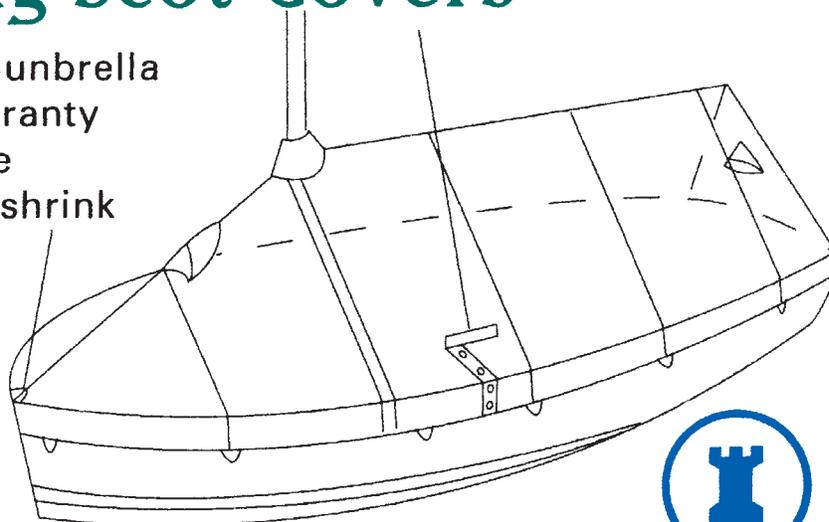
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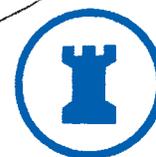


Options

UV proof Goretex thread
Drawstring/shockcord in hem
Sail # installation
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Prices

Cover	white	blue	other
6" skirt	\$414	\$421	\$443
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Sails - The NYC Sailing Department Program is selling some of its older sails. they are in quite good condition. Price: **Jib's=\$25, Main=\$50 & Spinnakers=\$100**. If purchasing full=\$150. The buyer is to cover \$15 in the shipping cost. Contact: Bob Cowles, 313-822-0996, Bob@Cowles.info

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

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, rasaiah408@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, sailed. **\$11,000**. Located in Charlottesville, VA. Contact: Brent Winn, 804-338-7708, bwinn@grclc.com

5676 - Flying Scot built in 2006. Excellent condition, racing package, 3 sets North Sails (06,06,08). 08 sails used once. White hull red water line. Trailax aluminum trailer, Sailor's Tailor travel cover, North Sails full tent cover, Plastimo compass, rudder lift system, swim ladder, lifting bridle, more, **\$14,500**. Located New Jersey near George Washington Bridge. Contact: Paul Cocotos, 201-281-6377, sailing1@nj.rr.com

STARTING LINE

STARTING LINE

Calendar Of Monthly Events

Florida District Championship #4
US Sailing Center - Jensen Beach, FL
January 16 and 17, 2010

Info: Dick Starita
dstarita2@comcast.net

Charlotte Harbor Regatta
Charlotte Harbor Yacht Club
Punta Gorda, FL - February 4-7, 2010

Info: John MacDonald
carina01@embarqmail.com

Florida District Championship #5
Lake Eustis Sailing Club
Eustis FL - February 20 and 21, 2010

Info: George Golder
ggolder@cargoholdings.com

2010 Mid-Winter Championship
Southern Yacht Club
New Orleans, LA - March 21 - 26, 2010

Additional information to come.

Midwest District Championship
Medicine Lake Sailing Club
Plymouth, MN - June 11-13, 2010

Info: Larry Klick
lklick@comcast.net, 763-553-1680

2010 North American Championship
Bay Waveland Yacht Club
Bay Waveland, MS

June 28 - July 2, 2010
Additional info. will be posted.

Flying Scot Eastern Women's and Junior's Regatta
Deep Creek Lake Deep Creek, MD
July 17 and 18, 2010

Same weekend: Junior's Flying Scot Regatta for kids 18 and under.
More info: Geri Meehan -
gfmeehan@gmail.com or call
301-387-7890 starting May 15, 2009

2010 Ephraim Regatta
Ephraim Yacht Club - Ephraim, WI
July 30 - August 1, 2010

NOR /other info. to be posted later
at www.eyc.org. Info: Jay Lott,
jlott@reinhartlaw.com

2010 Atlantic Coast Championship
Lavalette Yacht Club - Lavalette, NJ
September 11 and 12, 2010

More info: Ron Kiss
rkiss@aol.com

Wife Husband Championship
Lake Norman Yacht Club
 Mooresville, NC - October 9 - 10, 2010

Info: Bill Reinke, bbreinke@charter.net

CAROLINAS DISTRICT

Continued From Page 11

round the first mark ahead of Ryan. Our spinnaker is up. His spinnaker is up. It's a downwind race. We're doing fine, heading right at the mark. Now I know (head knowledge is worth something) that downwind is the slowest point of sail and that one needs to "heat it up" to get more boat speed, but, well, when things are going great, you've got to accept that heating it up is a risk, and risk is called risk for a reason. Ryan ("Nobody beats me downwind.") heats it up and takes us at the mark by a few feet. After the race, I learned his late start was the result of a foul and several penalty turns. But 16th out of 21. It's our best finish. And Tom and John were 19!

ANOTHER DAY.

Okay, okay. We didn't win the regatta. Larry and Starr Lewis from the Lake Norman club won. They're nice people and great sailors; kudos to them. Winning is good. But, from the back of the fleet, from our point of view, there's a different story. We only see the winners from behind. But it doesn't mean we're not racing or that there are not improvements in our sailing that make it all worthwhile. So we were 19th of 21. Not great. But we did better in every race. And the point system can be deceptive. We twice finished ahead of a boat that beat us by 2 points overall. And, as Tom Cobb said, revenge is sweet, particularly when it comes on the tail of defeat.

More to the point, Parker is ready to go again. We're talking about New Orleans in March. As they say, talk is cheap, but--who knows?--with more practice, better starts, some heating it up downwind, maybe we'll be in the middle of things at the Southern Yacht Club next winter. That would be pretty slick. And if we're still fighting it out to avoid last place, well, that might be all right, too. Hey, how many sports are there where father (61) and son (24) can compete together as a team? 🏆

NEW MEMBERS

Carolinas District

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

Dixie Lakes District

Boat #5602/Fleet #193

Robert C. Murray
1015 Orleans Avenue
Hendersonville, NC 28791

Boat #4574/Fleet #197

Susan Moser
815 Annlau Ave
Huntsville, AL 35802

Florida District

Boat #5007/Fleet #0

Brian Harrison
8 Lakeside Ct
Fort Walton Beach, FL 32548

Greater New York District

Boat #5781/Fleet #0

Bruce Fisher
1 Stephen Crane Way
Morristown, NJ 07960

Boat #4434/Fleet #0

Jeffrey McLaughlin
59 Pyquag Ln
Glastonbury, CT 06033

Boat #1942/Fleet #0

Jeff Schwarz
52 Aberdeen Rd
Smithtown, NY 11787

Boat #5021/Fleet #157

Denis Farley
25 Seeview Ave
Monmouth Beach, NJ 07750

Gulf District

Boat #5864/Fleet #0

Current Skipper
Biloxi Yacht Club
PO Box 634
Biloxi, MS 39533

Boat #2168/Fleet #0

Walt Bryde
314 Commenry Way
Little Rock, AR 72223

Michigan-Ontario District

Boat #A029/Fleet #0

Matt Wiegand
215 N Wilson
Royal Oak, MI 48067

Boat #A025/Fleet #41

Jeff Hansen
3181 Lake Montcalm Rd
Edmore, MI 48829

Boat #A027/Fleet #41

Steve Rajkovich
18 Alten Ave
Grand Rapids, MI 49503

Midwestern District

Boat #C5631/Fleet #0

Eric Bussell
1066 County Rd, 1500 East
Philo, IL 61824

Boat #A024/Fleet #0

Charlie Johnson
0504 Van Buren Hall
Normal, IL 61761

Boat #5887/Fleet #0

Robert McKveen
5261 Lochloy Drive
Edina, MN 55436

Boat #5885/Fleet #83

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

Boat #4278/Fleet #135

John Heizer
705 Haines Blvd
Champaign, IL 61820

New England District

Boat #1951/Fleet #0

Anna Farrenkopf
15 Marshall St
Rockport, MA 01966

New York Lakes District

Boat #5822/Fleet #0

Randy Matthew Sweeney
73 Columbine Drive
Glenmont, NY 12077

Southwest District

Boat #0501/Fleet #0

Robert Davis
PO Box 194
Prague, OK 74864

Boat #5879/Fleet #0

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