

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 54 NUMBER 1 2010

## AN UNLIKELY— BUT PERFECT— RESCUE

CHICKS ON STICKS 2009  
A SUCCESS

NORTH CAROLINA  
COMMUNITY  
SAILING & ROWING

## FS MASTERS REGATTA

WHAT WAS HE  
THINKING?

SAILING WITH  
YOUNG BOYS

IT'S NOT  
JUST  
ABOUT  
THE BOAT;  
IT'S  
ALSO  
ABOUT  
THE  
CAR!

OHIO DISTRICT HIGHLIGHT

GLOW IN THE DARK REGATTA

THIRD  
ANNUAL







# Power Up

Put the proven power of North Sails on your Flying Scot...  
*it's the best sail investment you can make.*

## 2010 MIDWINTERS

Don't miss the North Racing Clinic prior to the regatta! Plus.. have your new sails delivered in New Orleans for the Midwinters and SAVE on shipping and tax! Call us today!

## FREE SAIL CARE & REPAIR

on all new sails purchased in 2010! Now, when you hoist your new North sail, you'll experience performance AND peace of mind.

### 2009 Results:

- NORTH AMERICANS  
Champ Div ..... **1,2**
- NORTH AMERICANS  
President Div .. **1**
- MIDWINTERS .. **1,2**
- FALL 48 ..... **1**
- CHALLENGE OF THE  
LAKES ..... **1**
- SUMMER SOLSTICE  
REGATTA **1,2\*,3\*,4**
- CEDAR POINT EARLY  
BIRD ..... **1,2,3,4**

### ONE DESIGN CHESAPEAKE

Allan Terhune (732) 644-1051 [allan@od.northsails.com](mailto:allan@od.northsails.com)  
Greg Fisher (410) 212-4916 [greg@od.northsails.com](mailto:greg@od.northsails.com)

### ONE DESIGN EAST

Brian Hayes (203) 877-7627 [brian@od.northsails.com](mailto:brian@od.northsails.com)

[onedesign.com](http://onedesign.com)



*One Design*

Photo: **Michael and Jennifer Faugust**, winners of the 2009 MidWest District Championship. By Courtney Waldrup.

## Flying Scot® Sailing Association

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

Email: [info@fssa.com](mailto:info@fssa.com)

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney C. Waldrup, Executive Secretary

### PRESIDENT

Charles Buffington\*  
490 Broadmoor Avenue  
Pittsburgh, PA 15228  
412-388-1666 • [Buffingtoncw@gmail.com](mailto:Buffingtoncw@gmail.com)

### FIRST VICE-PRESIDENT

Diane Kampf\*  
185 Union Street P.O. Box 9  
Linwood, MA 01525  
508-847-8401 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

### SECOND VICE-PRESIDENT

Frank Gerry  
37 Briargate Circle  
Sugar Grove, IL 60554  
630-466-1161 • [f.gerry@mchsi.com](mailto:f.gerry@mchsi.com)

### SECRETARY/TREASURER

Johannes (Hans) Noordanus  
PO Box 4081  
Manassas, VA 20108  
540-846-1605 • [hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org)

### COMMODORE

Barbara Griffin\*  
208 Oakcrest Lane  
Pittsburgh, PA 15236  
412-653-3056 • [barbg2259@aol.com](mailto:barbg2259@aol.com)

### IMMEDIATE PAST COMMODORE

Glenn Shaffer\*  
39 Wilkinson Way  
Princeton, NJ 08540  
609-883-6688 • [gshaffer@ieshaffer.com](mailto:gshaffer@ieshaffer.com)

### FSSA MEASURER

Robert J. Neff\*  
1032 Old Turkey Point Road  
Edgewater, MD 21037  
443-994-1932 • [neffenterprise@yahoo.com](mailto:neffenterprise@yahoo.com)

### EDITOR, SCOTS n' WATER

Kay Summerfield\*  
1035 Horse Pen Swamp Road  
Washington, NC 27889  
252-946-0505 • [slokay@earthlink.net](mailto:slokay@earthlink.net)

### AMENDMENT COMMITTEE

Dan Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
412-831-1042 • [samoyed4@verizon.net](mailto:samoyed4@verizon.net)

### WEBPAGE EDITOR

Hank Sykes\*  
76 McKinley Avenue  
New Haven, CT 06515  
203-397-2262 • [hasyk1@comcast.net](mailto:hasyk1@comcast.net)

### PARLIAMENTARIAN

Larry Taggart\*  
5809 Memphis Street  
New Orleans, LA 70124  
504-482-7358 • [taggline@usa.net](mailto:taggline@usa.net)

### DESIGNER (1904-1992)

Gordon K. Douglass

\*Denotes Executive Committee Members



From the President . . . . .	4
From The Editor . . . . .	5
A Champion of the One-Design Sailing Concept . . . . .	5
FS Masters Regatta . . . . .	7
What Was He Thinking? . . . . .	9
An Unlikely-But Perfect-Rescue . . . . .	11
Chicks On Sticks 2009 A Success . . . . .	12
Sailing with Young Boys . . . . .	13
It's Not Just About the Boat; It's Also About the Car!! . . . . .	15
North Carolina Community Sailing & Rowing . . . . .	16
Third Annual Glow in the Dark Regatta . . . . .	19
<b>In Every Issue</b>	
Caveat Emptor . . . . .	20
Starting Line . . . . .	20
New Members . . . . .	21
District Governors . . . . .	Back Cover

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

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

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

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

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

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

**PROOFREADER:** Marti Worthen - Fleet 48, LNYC.

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

**ADVERTISING:** Christina Hicks (800) 445-8629.

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

*Cover photo courtesy of Steve Reinke.*





# From the President

Charles Buffington, FS 5347



I hope your holiday season was everything you wished for and more. Perhaps someone gave you a new set of sails? Or a book on sailing or cruising?

Now is a good time to start thinking about that list of things to repair or replace on the boat. Why not strengthen the bonds of your local Scot community by planning a "boat repair and upgrade" party when the weather breaks in the spring? Get all the boats, tools, and spare parts together in a public place and watch the magic happen. Have a potluck afterwards. Of course, contact our measurer, Bob Neff, if you have a concern as to whether your planned changes to the boat are legal.

A good friend, former boat builder, and Flying Scot class stalwart has passed away: Eric Ammann died in early December. To paraphrase comments by Barbara Griffin: "Eric was admired and respected by all who knew him, because of his love of the boat and his commitment to all Scot owners, the Scot class, and the sport of sailing. He was an indestructible icon in the history of our beloved boat and the epitome of dedication, determination, steadfastness, and strength of character. Eric has been an inspiration to all who were fortunate enough to know him, and we will continue to share our fond memories of this remarkable man with others who were not so lucky. He was truly a blessing in our lives."

Loss comes in many ways, and the resignation of Hans Noordanus from his post as FSSA secretary/treasurer to return to Europe is another loss for the class. Hans was a rising star in class leadership with lots of energy and good ideas. The good news is that orange boats are more common on the other side of the pond! We wish Hans the very best with his move home.

On an upbeat note, I am pleased to announce that Greta Mittman has agreed to chair the membership committee. Greta and her husband, Michael, bring new ideas from the nonprofit sector to the class, as well as great computer skills. Remember, one person can't do it all. Greta's job is to provide ideas for growth; our job is to constantly look for opportunities to sell the Flying Scot and to sell FSSA membership. Each of us *must* be an ambassador for the class.

I'd like to welcome Eric Wojtaszek, the new district governor for New England. Eric has large shoes to fill, since he'll be replacing Diane Kampf, our current first vice-president. Please support him in his new endeavor.

If you have a correct e-mail address on file with FSSA, you should have received an e-mail inviting you to view an online version of *Scots n' Water*. This electronic version of the magazine is in pdf format, so you can read it anywhere you have Internet access. You can also search the

magazine to find mention of terms such as your name or boat number or fleet. If you have not received notice of this new service, contact Courtney at [info@fssa.com](mailto:info@fssa.com) to add or correct your e-mail address in the database. FSSA will continue to send you a print copy of the magazine, unless you contact Courtney and ask her to stop sending the print version.

Please also note that membership cards will only be distributed via e-mail... another reason to have a current e-mail address on file. Transom stickers will be mailed to your fleet captain early in the new year for distribution.

It's never too early to start planning summer sailing adventures, and it's especially important this year, since the NAC is June 28 through July 2 at Bay-Waveland, Mississippi. These dates were chosen to avoid the worst of the summer's heat down on the Gulf Coast (although a little sunshine and heat sounds like a great idea at the moment!).

Plan now to attend the Midwinter Championship, March 21-26, at Southern YC in New Orleans. The event was relocated this year in order to improve access for sailors in the midwest and southwest. It will return to Florida next year and be held at the Sarasota Sailing Squadron, starting a two-year rotation between Southern and SSS. Check out the flyer for this year's event at [www.fssa.com](http://www.fssa.com). I hope to see you there. ▲



## THE FSSA CLASS FLAG

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

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

# From the Editor

Kay Summerfield



**I**f any of you have articles on day sailing or cruising trips that you have taken, please write an article for *Scots n' Water*. If you have questions you would like answered about a Flying Scot and/or technical questions please send them to me. I will have Harry Carpenter, boat builder, Bob Neff, FSSA Measurer, or other top notch sailors answer them for you. If there are a lot of questions I will run a column in each issue. If you have tips on setting up your boat you think others may be interested in reading about it send them in also. ▲

## A Champion of the One-Design Sailing Concept

*Eric Ammann followed Sandy Douglass as the owner of Flying Scot, Inc., and was an outspoken champion of the concept of one-design sailing. As you may know, Eric died last fall, and his memorial service was in January 2010.*

*The following letter from the archives brings Eric to life and shows his commitment to keeping the Flying Scot as Sandy designed her. The letter was written to me when I was the fleet captain of Fleet 6 at Deep Creek Lake and concerns the discussion about something we now take for granted: leading the jib sheets to blocks and cleats on the seats. Striking the right balance between preservation and development is a continuing problem for all one-design classes, and we are fortunate that Bob Neff serves so ably as our chief measurer. ▲*

March 4, 1992

Eric M. Ammann  
Rte 3, Box 4524  
Deer Park, MD 21550

Dr. Charles Buffington  
Captain, FS Fleet Six  
107 Rock Haven Lane  
Pittsburgh, PA 15228

Dear Charles:

Thank you for your letter of February 26, with the news of the death of Sandy Douglass, and with the discussion of the jib cleating question. I return my ballot, but feel I should say a few words as well:

The Flying Scot is a one-design boat. That she exists at all we thank to a large degree to the Thistle class, which in its infinite wisdom declared Sandy an "old

fogey, who did not know his way around", and asked him to leave the class, since he was the broken spoke in the wheel of progress to bigger and better things for that class. Sandy complied, and left. This happened at the time he had fallen out with Ray McLeod, his partner in Douglass & McLeod, builders of the Thistle. He left with some bitterness, and while his contract contained his right to build Thistles, he found on ordering his first kit Thistle, that D&M was "too pressed with orders to fill his order." Sandy then turned to work on a boat he had in the back of his mind, the Flying Scot. A year of very hard work produced a design, and a proto-type, built in Mahogany strip construction. He placed his first ad for the I:)cot in the January issue of "Yachting", and went to work on his first set of fiberglass moulds. By the end of 1957 he was in production.

He gave the Scot what he thought was

a simple. Straight-forward constitution, based on the premise that what was not specified was forbidden. That was important, since he designed the Scot as a "fast boat anybody could sail", aimed at the large market of non-gymnasts. He felt there were plenty of gymnast's boats out already, one of them being the Thistle. When Sandy first started to build the Scot, all his orders came from experienced sailors, who had come from hot boats. But soon the new market element came into play, people who were new to sailing. By the time Sandy sold the shop to Mary and me, some 20 percent of our buyers had not sailed before. Within ten years this had escalated to 80 percent. Whether the FSSA knows it or not, it is this percentage which keeps us in business. It is the reason there still is a Flying Scot. The FSSA is run by the racing sailors in the class.

*Continued On Next Page*

While the Gordon Douglass Boat Co. registered every new buyer with the class, and persuaded most to join, only very few stayed on as members. Why is this so? These people leave because they feel the class does not really want them. For better or worse, Scots n' Water carries mostly racing and development articles. It is a forum for Tom Ehman, Greg Fisher, and others who appeal to the racing sailor. This emphasis on a "faster Scot", favors the best sailors, instead of bringing the rest of the class along.

The real question then is not whether we want to change the jib cleating system, It is whether the Scot should stay one-design, whether the FSSA really wants "duffers" or non-sailors to come in and become sailors. Do not forget who pays for FSSA. It is largely the subsidies of the builder, via a registration fee, via a high royalty on sails, via ads in S&W, via contributions to the fleets putting on the NAC. I have worked what seems like endless boat shows over the years. The newcomer over please and his wife see the Scot at a show, and their first reaction is "My, this looks fast", or "we could never sail this thing". They then go and buy a Cape Dory Typhoon, or some other tub, doing no more than 3 miles an hour.

It is not the cost which keeps people from buying sailboats. Their powerboats, their Porsches and Benzes cost way more. The Scot may no longer be prestigious enough. It is the effect of seeing photographs in the magazines, showing athletes showing off how to sail hanging on by the skin of their teeth.

I am out of the company now, and am writing this as the owner of FS 4711. I do

not speak for Harry, although I believe he shares my sentiments. It is up to the owners, to the members of the FSSA, whether they want to have a boat around in 20 years. The Scot has the potential, without a doubt. She and the company have survived in a market where most US sailboat builders have failed. The list of bankruptcies is impressive. When we go to a show, the only sailboat on exhibit is most often the Flying Scot. I have not seen a Lightning, or a Snipe in a show in 20 years, nor a Dutchman in 25 years. Vanguard Harken, who designed and built the Volant, an 18ft slingshot, with double trapeeze, an olympic FD, an olympic 470, closed some six years ago for lack of orders. Their boats were as good as any, or better. In ten years of promotion not 100 Volants were sold. Thistle is happy to build three or four a year. Highlander has not built a boat in five years. This is not a good time for "machines".

Why then does the FSSA want to make a machine out of the Scot? Is it a death wish? Look again at Thistle: When Sandy built and sold her, he sold 100 boats per annum. From the moment he left D&M, the class declined. It had reached some 3800 in numbers, but has only 1600 or so in existence now. The Thistle is a fine boat. It is the aura of being a machine which is killing her. In Thistle Sandy won 5 firsts, two seconds in Thistle national competition in seven tries. In the Scot Sandy won seven

NACs without a jib or mainsheet cleat on the boat. He maintained that she sheets of a dinghy should be held in hand. There is no question that jib and mainsheet cleats have increased the number of capsizes. The

builder puts those cleats on with a caution, and uses only easy-out Harken Cammatics. Please keep in mind that it is not the "hot-shots" who buy Flying Scots, but to large extent nonsailors.

Now, to the point that Bob Neff is out of line to push the proposed amendment. I disagree. It is his job to keep the boat one-design. It is his job to say "NO!", and to say it in time I would like to point to Don Hott, who was chief measurer for many years. He did a very good job. While at first he was an inveterate tinkerer, he soon learned the facts of life, even if they took on the form of Fred Tears. Their correspondence fills boxes. Don learned to write back in the manner of the young lady exchanging confidences with her girlfriend on Monday morning. She said "he was whispering sweet nothings in my ear all night long, and I was whispering sweet nothing doings right back at him". That the night might get a bit too long is the reason chief measurers change jobs after a while. The job is thankless, it calls for a thick skin, and enough fat to cushion the nerves, and for balls. It is a lot of work, for the lunatic fringe does not give in. Nuff said. Thanks for reading this. I write with 35 years of experience in watching the sailboat market. There is almost none right now, thanks to development, thanks to "up-grading." With best wishes,

Sincerely,

*Eric*  
Eric M. Ammann.



Sandusky, Ohio – August 22-23, 2009

# FS Masters Regatta

Joe Van Denburg, FS 5565

If you haven't sailed Sandusky (Ohio), it is a must visit. The Sandusky Sailing Club was host to this year's Masters Regatta, and the venue was a real treat for this East Coast saltwater sailor. Due to the weather, we sailed in the East Bay of Sandusky Bay, which turned out to be just fine. There was good wind on both days, with enough shifts to keep all competitors on their toes. The club's hospitality and race management were first-rate. Jim Keane was the PRO and ran a smart ship, having his committee move marks and pins as needed throughout the series.

Steve Zorn was the hands-on club host, taking care of all the paperwork and mess on shore. By mess, I mean breakfasts and lunches and the great perch dinner Saturday night. Great job, Steve. Although a very organized, four-hoist sailing facility, Sandusky has not yet seen the light in establishing a Flying Scot fleet. So all this hospitality was special for us, and we all



*Continued On Page 11*

2009 FLYING SCOT MASTERS CHAMPIONSHIP										
SKIPPER	CREW	SAIL #	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	DAY 1	DAY 2	FINAL
HOHLER, TOM	CHRIS CZAPLESKI	3883	2	1	1	1	1	4	2	6
GRIFFIN, DON	BARB GRIFFIN	2259	1	2	3	2	2	6	4	10
VAN DENBURG, JOE	JAN VAN DENBURG	5565	5	3	2	3	4	10	7	17
GECK, GEORGE	RICK BANNING	4032	4	4	5	5	3	13	8	21
NOONE, MIKE	BRENDA NOONE	5850	3	5	4	4	5	12	9	21
STEWART, JACK	MARTHA STEWART	1342	6	6	DNF (7)	DNS (7)	DNS (7)	19	14	33



CONGRATULATIONS TO  
MAD SAILORS



**Chris & Linda Danilek**  
Wife-Husbands Champs 2009

## MAD SAILS

**EXPERIENCE COUNTS:** With over 20 years of sailmaking experience, Ryan Malmgren has been designing and building sails that have been winning regattas all over the US. Call today and get his advice on improving your sail inventory and making your boat go fast.

**CUSTOM BUILT CRAFTSMANSHIP:** Quality designs built from premium materials generate solid speed and great results. Made in the USA in America's Heartland.

**SERVICE IS OUR BUSINESS:** We are here for you to answer any questions about your sail inventory for your Scot or any other class. Call us for a free consultation.

[MADSAILS.COM](http://MADSAILS.COM) | [RYAN@MADSAILS.COM](mailto:RYAN@MADSAILS.COM) | 608-225-4287

## 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

*Gus Sails was glad to be on board!*

1830 Interstate 30 • Rockwall, TX 75087 • Phone: 972-998-5313 • New Website: [gussails.net](http://gussails.net)

**Gus Sails** 972.998.5313



# WHAT WAS HE THINKING?

Dan Goldberg, FS 4991

I had the honor and pleasure of being the principal race officer (PRO) for the 2009 Governor's Cup at Kerr Lake, North Carolina. One of the Carolina Sailing Club members asked me to write an article about my experience from a PRO's perspective, including how I made some of the decisions that weekend. I subsequently thought that what I wrote may be of general interest to everyone who has to run races, even at the club level.

First let me say that it was a very enjoyable weekend at a great location. The wind was good, the race committee team that volunteered to work with me was excellent, and all the equipment was first-rate. It is nice to go to a big regatta and know that everything needed will be there (VHF radios, handheld compasses, GPS, wind velocity gauges, etc.) Every race committee boat was well equipped, and the committee members knew their job. I had a couple of people short on experience on the signal boat, but they learned quickly and did a great job. I like to explain exactly, in detail, what each person on the signal boat has to do and how to do it, so there is no confusion.

The first job I had was actually before the regatta, reviewing the sailing instructions (SIs). The PRO (not the host club) is ultimately responsible for their content. I am very finicky about two things: good SIs and good starting lines! I like the SIs to be clear, concise, free of editorial and grammatical errors, and in plain English! Also, they should not repeat anything in the *Racing Rules of Sailing*. When I saw that all seven fleets would be sailing on the same course and that three races were scheduled for Saturday afternoon, I knew we needed to keep things mov-

ing. So I decided to have rolling starts (where the starting signal for the first start is the warning signal for the next start). I also added two time limits: (1) boats had to start within four minutes of their starting signal, and (2) an overall time limit for each race. I also decided to have only three starts. That would ensure we would get off the water in time for dinner.

I knew that starting fleets together would not be popular, so at the competitors' meeting I explained why I did so. I also explained that every fleet would be starting with at least one other fleet. Nobody complained. I have found that if you explain the reason for your decisions, people are generally receptive. I made the final decision on which fleets to combine at the close of registration, to (1) start the fastest fleet first (multi-hulls) to avoid congestion, and (2) to roughly equalize the number of boats in each start. We ended up with three starts. Luckily there were no general recalls, so the rolling starts worked well.

I like to get out onto the water about an hour before the first start to see what the wind is doing (direction and velocity). For this regatta, the race committee boat that set the windward (first) mark did a yeoman's job getting me wind readings. I asked them to set the mark in line with the median wind, which was oscillating about 20 degrees.

I mentioned above that setting good starting lines is VERY important. One thing I hate when I race is a poorly-set line (too short, or one end heavily favored). Nothing aggravates racers more than a bad line! And bad lines are responsible for many general recalls. I use the guideline that the length of the line should be 1.25 to 1.50 times the total length of all boats in the start. Because we had three starts,

I set the line length for the start with the greatest number of boats. It's way better to have the line a little long than too short. I checked the wind direction continuously during the starting sequence, to make sure the line remained perpendicular to the wind. The wind was steady for at least 15 to 20 minutes before the first race warning signal, but unfortunately it shifted 20 degrees right after we began the starting sequence. I thought it would shift back prior to the start. But at 30 seconds to the starting gun, the 20-degree shift remained, so I postponed the start and reset the line. This resulted in a clean start for all fleets. There was only one boat over early (OCS) all day.

Let me digress. An ideal starting line is one that spreads boats out evenly along the line, not necessarily one that is perpendicular to the wind. For example, if one side of the course is heavily favored (due to a difference in current or more wind), it may be necessary to favor the opposite end of the line to spread boats out. But this was not a factor for the Governor's Cup regatta.

I like to run races that last about an hour. For the first race, the winds were initially about 12 to 15 knots, so I decided to sail a windward-leeward twice-around course with an upwind finish (5 legs) and a windward leg of 0.8 nautical miles. From past experience, this normally takes about an hour to sail. It worked pretty well. The only problem we had was that the winds picked up and several boats capsized. All the boats were righted (most with no outside assistance), with no injury to sailors. From then on, I had the race committee boat that set the starting line go to a position in the middle of the course after the start, to be in a better position to assist capsized boats,

if needed. I also asked a race committee boat from the nearby Optimist course if they could assist, which they willingly did. I think it is important for the race committee to be very safety-conscious. Rescuing people and making sure that sailors are OK is way more important than setting marks.

The second race was the same as the first, except the winds were now 15 to 18 knots. There were a few capsizes, but we were still under control.

Because we had already sailed two long, tiring races, I decided to sail a shorter race (once around) for race 3. But right after the first start, the winds picked up even more and three boats capsized. So I abandoned the race and sent everyone home for the day. Another major factor was that all available race committee boats were assisting the capsized boats, and we simply did not have another boat available for rescue. When the number of available rescue boats is less than the number of likely rescues, it is time to head back to shore.

Two races were scheduled for Sunday. The wind was about 15 knots as we were setting up. For the first race, I again set a

windward-leeward twice-around course. But the wind increased to about 20 knots and our anchor let loose. So I had to postpone. After a few unsuccessful tries at resetting the anchor, I moved our location significantly closer to shore to get into shallower water. It worked! Of course, the windward mark had to be reset, too. Because of the delay and the increased wind, I changed the course to once-around. Again, I had the Optimist race committee boat standing by for safety, but no one capsized after the start. The winds continued to build (gusts over 25 knots), so we quit for the day after that race.

When the PRO decides to abandon a race or cancel a scheduled race because of too much wind, some people (usually those at the top of the fleet) may be disappointed. In my opinion, the PRO should decide what is best for the majority of the fleet, not the top sailors. In general, the majority does not like to sail in survival conditions when it is not really fun and there is danger of boat damage, danger of personal injury, and risk of capsize. No one complained about my decision to stop after one race. A few asked why I had made the decision, and they under-

stood after I explained it. Again, people are generally fine if you explain the basis for your decisions.

Let me digress again. As a PRO, it is beneficial to know what the sailors are thinking and to solicit their input when appropriate. For example, last year I was the PRO at a weekend event. We had drifter conditions on Saturday and did not get in any races. The wind was a little better on Sunday, but very light. I wanted to get in at least one race but knew the racing would not be very good. So at the competitors' meeting, I held a vote: no races, or try to do one "crappy" race. The vast majority voted for one crappy race, so that is what we did. They were pleased that I solicited their input and that their votes counted.

I enjoy going to Kerr Lake for a number of reasons. The facilities and equipment are good, the race committee staff is very capable, and the racing is competitive. But most importantly, the people are very friendly. The hospitality was great, and many people thanked me for flying in from Pittsburgh to help the cause. All in all, I believe it was a very successful regatta, and people got their money's worth! ▲

## Acrylic Flying Scot Covers

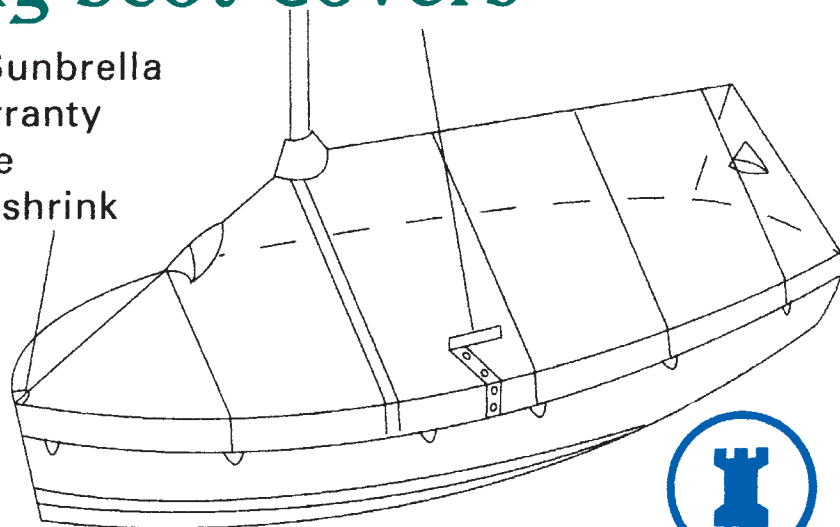
- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

### Features

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

### Options

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



### Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591



## ROOKE SAILS

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



# An Unlikely— But Perfect—Rescue

Dan Muss, FS 5316, Fleet 6

It was an ordinary Saturday series race on Deep Creek Lake, and it was blowing pretty hard...about 15 knots with puffs up to 20. Ted Kemp had had to give us room at the last leeward mark, but it was neck and neck on the final beat for 2nd place. About 100 feet from the finish line, we were on port, Kemp on starboard. If we could clear him, we'd have him. If we had to duck him, he would tack, cover us, and beat us.

Suddenly my crew, Marilyn Filemyr, yelled at me that Kemp was head-to-wind and in irons. We crossed the finish line in 2nd place, unaware of the drama that was in progress just behind us. Ted Kemp, at the helm, had collapsed; his crew, Mike Belmonte, was able to yell at the committee boat to get help while he went forward to drop the mainsail. The committee radioed the rescue boat, which arrived in minutes.

The rescue boat was manned by Chip Lee; his scheduled assistant had cancelled and, after three tries, he got Ken Buczynski to fill in. That was a really lucky break for Ted Kemp: Ken is a family physician in Garrett County, and he jumped onto the Kemp boat and immediately started CPR. According to

Ken, Kemp's heart had stopped and he was not breathing.

Meanwhile the committee boat radioed the Turkey Neck Club for additional help and to summon the County Rescue EMTs. Charles Buffington, a physician anesthesiologist, grabbed our defibrillator and oxygen tank and headed to Joni Palmer's motorboat. Dorothy and David Tuel had been unable to pick up their mooring because of the heavy wind, and they had decided to go in to the dock. As soon as their sails were down, Joni yelled at David, a county orthopedic surgeon, to get on her boat, and they were at the Kemp boat in minutes. Tuel took over the CPR while Buczynski got the defibrillator ready and administered several shocks while Tuel kept up the CPR. They revived Kemp and got him to shore, into the ambulance, and on to Garrett Memorial Hospital. Saturday night Ted was resting comfortably, talking and maybe even watching the Steelers beat Buffalo in an exhibition game. The next morning Ted was transported by ambulance to Shadyside Hospital in Pittsburgh, where I spoke to him on Monday night and he sounded just like himself. On Wednesday, Ted had a pacemaker/defi-

brillator implanted, and the next Saturday he walked onto the deck of our yacht club to the cheers of all his friends.

There are a number of heroes in this event: Mike Belmonte for his quick action in summoning help, getting the sails down, and getting the sailboat under control; Ken Buczynski for starting CPR immediately; David Tuel for continuing the CPR for over 25 minutes; Joni Palmer for organizing the support from shore; the Garrett County Rescue Squad for very quick response; and, although not even present, Dr. Tom Johnson for maintaining our defibrillator and oxygen bottle.

Dr. Buczynski told me later that Ted had probably suffered an episode of ventricular fibrillation, an event that usually is fatal if not treated within minutes. He also said that only 10% of people whose heart has stopped and get CPR are revived; of those, only 10% ever leave the hospital; and, of those, only 10% do not have serious brain damage. If you include the probability that someone like Dr. Buczynski could be on the scene in a drifting sailboat in minutes after the heart stoppage and that a defibrillator could be raced to the scene in minutes, one is led to the conclusion that, indeed, Ted Kemp is one lucky guy! ▲

Continued From Page 7 **MASTERS REGATTA**

appreciated it.

Tom Hohler was the stalwart organizer behind this event and—besides winning—was responsible for getting the Sandusky Sailing Club to host. Great job! We were expecting a larger turnout, but circumstances reduced the fleet to six, most of whom were from Pennsylvania! This adventurer came up from Long Island. Future venues

are in question, so if you seniors have any ideas about where and when you would like to participate (i.e., race against each other), we are open for suggestions. Please pass your ideas on to Tom Hohler at [thomas.hohler@verizon.net](mailto:thomas.hohler@verizon.net).

We had three races Saturday and two on Sunday. Tom Hohler and his wife, Chris, set a hot pace with four 1sts and a 2nd. Don

and Barbara Griffin were a firm 2nd place, with 10 points. Joe and Jan Van Denburg were 3rd, with 17 points. The only non-husband-and-wife team--George Gecik and Rick Banning from Berlin Yacht Club--finished next; Mike and Brenda Noone from the Philly area tied for 4th. Rounding out the competition were Jack and Martha Stewart from Atwood Yacht Club. ▲

## Hoover Sailing Club

**Chicks On Sticks 2009 A Success**

Marty Sweterlitsch, FS 2445

**F**or the second year in a row, Flying Scot Fleet 37 held “Chicks on Sticks,” an event to encourage more women to take the tiller. The event was open to the women in the Hoover Sailing Club or Leatherlips Sailing Club and women who had completed Hoover sail instruction. Thirteen women sailors turned out on Saturday August 1st to log some tiller time and get the benefit of Jamie Jones’s coaching. Jamie has coached the Ohio State and Dennison University sailing clubs, as well as Hoover’s successful Junior Sailing program, and he donates his time to this event.

The women learned how to drive the boat, how to dock the boat, some basic rules of sailing, and some racing rules. After an hour of on-land instruction over pizza, Jamie assigned the more experienced sailors the lead position on the boats. The crews headed to the five Flying Scots (and one Interlake – oops!) that were rigged and ready to head out into the lake. Sails up and off they went. There were rescue boats on the lake, watching and making sure all were safe; they were also available to give some instruction, if needed. Jamie coached on the water. There were mark-rounding, tacking, gybing, and docking drills for three hours. Everyone was offered the opportunity to take the helm. Most of the women took the opportunity to drive the boat and get a better feel of how a boat moves in the water. Spectators watched the boats sail all over the lake in every direction. The women were having a great time sailing, overcoming fears and getting to know each other.

The day was warm and mostly sunny, and the winds stayed under 10, perfect for learning to skipper. At the end of the day, all of the women were tired but happy; they said they had learned a whole lot about sailing, about their own abilities, and about Flying Scots.

Now we need to keep these women on the tiller. Next step – a race for women skippers!

Thanks to the men of Fleet 37 who loaned their boats, set up boats, and manned a crash boat on the water. Their help made the event a fleet success! ▲





# Sailing with Young Boys

Dave Bishop, FS 3700



It's hard to say what kids will do, or say, or enjoy, or remember. One of the first times we took our young boys sailing in our Flying Scot, I tried to get them to see the beauty of the other sailboats on the lake or to look at the scenery. But they were fascinated—mesmerized, even—by the water they could see in the centerboard trunk. I don't know how much our son Marin will remember about sailing in the Ohio Districts this past summer, or whether Cameron will remember hiking out on one of the windiest racing days, but I

hope they do. These things sure made an impression on me, and sailing with our boys makes the difference between just another windy day or just another mark rounding and something memorable.

When we moved to Pittsburgh from Philadelphia, with its easy access to the Jersey shore, I worried that our sailing days were over (too much current and barge traffic on the rivers). But we found Flying Scot Fleet 80 (at Lake Arthur in the middle of Moraine State Park) and a bunch of great people who get together on the weekends to race and sail. (I was also introduced to iceboating, but that's

another story.) My wife, Jane, and I sailed and raced boats from the community sailing program, then bought a Flying Scot of our own, and practiced and raced until we became fairly competitive.

Once we had kids (6 and 8 years old now), our schedule changed; we couldn't race all the time, we couldn't always race together, sometimes we couldn't stay all day. We kept sailing, though. Sometimes we'd sail half-days; sometimes I'd race with pick-up crew; sometimes crew for someone else. As the boys got older, we bought life jackets for them and started

*Continued On Next Page*

to bring them along. We daysailed at first, but I love to race, and eventually we had the boys racing with us. Sometimes all four of us would race, sometimes three of us, sometimes just me and one of the boys. Often, we would race the morning races, have lunch with the rest of the racers, and skip the afternoon races—that worked well because it was within the attention span of little boys and they could still have the afternoon to do kid stuff (or take a nap). Flexibility was clearly key to keeping everyone engaged and happy even if my “type A” self wanted to race every race.

Cameron, my younger son (6), raced one day this summer when the whitecaps were blowing across our lake. He said he was concerned but never scared. He certainly didn't have much weight to help us keep the boat flat. We raced one race, which was enough, and gave our boom vang a rest and headed in to the dock. Marin (8) went to sail camp midsummer and got some tiller time on an Optimist. He would sail our boat to and from the race course on race

days, but eventually was itching to switch roles and skipper a race. One day in August I asked him as the preparatory flag went up, “Would you like me to take the tiller now?” “No,” he said. “Are you going to start?” I asked, thinking about how the starting line can be a little cramped. “We can switch after the start,” he said, so I did my best to coach him across the line. “Want to switch now?” I asked halfway up the windward leg. “Later.” I think I finally got my chance to steer after the finish.

When I saw that the Ohio District Championship was going to be sailed on Lake Arthur, I asked my boys and wife if they were interested in crewing, and Marin said he was. I made sure he knew it was going to be two long days and that, if he raced Saturday, then I'd be counting on him Sunday. He agreed to race both days and was an excellent crew the whole time—or was it me who was crewing for him? We settled into a routine where I would skipper upwind and Marin would skipper downwind (although he can get

the spinnaker pole up and fly the chute, I don't really like him standing on the deck). We had some decent races; most of the mistakes were mine. Sunday was going to be what our club calls a bridge-to-bridge race – a two-leg windward-leeward course that uses the whole lake between the two road bridges at each end. We had a good start in the light wind, sailed conservatively up the middle, and found ourselves protecting first place as we neared the windward mark. Marin and I switched position, we hoisted the chute, and I did my best to coach him to protect our lead (and hide my anxiety that we'd be caught). The combination of Marin's newfound skill, some local knowledge, and our light weight all came together to keep us in the lead. I couldn't have been more proud as my son sailed us across the finish line in first place, seven minutes ahead of the second-place boat. I hope the memory and pride lasts as long for him as I'm sure it will for me. ▲





# It's Not Just About the Boat; It's Also About the Car!!

Deb Aronson, FS 5987

It's a 700-mile drive from Urbana, Illinois, to Charlotte, North Carolina, but despite the long drive, Ben and I were looking forward to sailing on Lake Norman at the Fall 48. We were interested in how our new boat, *Sophie* (a spur-of-the-moment purchase in June), combined with our new Mad sails (which we'd just received), would perform. But while it's all well and good to have a brand-new boat, it won't do any good without a functioning car. Or, as Lance Armstrong might say, it's not just about the boat; in our case, it was also about the car.

We were just pulling off Interstate 77 Friday night in our minivan (which had 200,000 miles on it) when we heard the kind of sound that makes a car owner's heart sink. It was as if someone had taken a bucket of marbles and put them in a blender, only louder. And, what was worse, the car would not move at all. Other cars were honking furiously at us, and Ben and I looked at each other in dismay. Luckily, he was able to push both the car and the boat a few hundred yards into the Hardee's parking lot and out of traffic.

We knew we were only about eight miles from the club, but instead of getting a good meal (I was thinking steak) and setting up our tent, we were faced with figuring out (1) how to get our boat to the lake, and (2) how to get our car repaired so we could eventually drive back home to Illinois, ideally also being able to actually sail in the races we had come for!

Not knowing any of the Lake Norman sailors, we called Ryan Malmgren, the Midwest District Governor, sailmaker, and friend, thinking he'd have a name



and a number we could call. Perhaps someone could come and tow our boat to the lake for us? We were in luck! Not only did Ryan have a name (Bill Ross) and a phone number, but when we called Bill, it turned out he was eating dinner with a crowd of other sailors less than a block from where we broke down! We walked to the restaurant (Joe Fish), shared a yummy seafood dinner (see, I'm flexible!), and by the end of the meal the people at the table had a solution. Bill's crew, Carol Claypool, lent us her car, complete with a trailer hitch, and she rode with Bill and Diane Ross back to their house.

With full bellies and a lighter heart, we headed back to our car and boat, hitched the boat to Carol's car, had AAA tow our van to an AAMCO transmission place (it sure sounded like transmission trouble to us), went to Lake Norman, set up our tent, and fell asleep. The next morning, while unpacking and setting up our boat, we kept calling AAMCO, hoping to tell them our symptoms and find out if they could help: 8 AM--no answer; 8:30 AM--no answer; 9 AM--no answer; 10 AM--still no answer. Despite AAA's assurances, it looked like

AAMCO did not have Saturday hours. Our hearts sinking, we drove back to town to find out for sure, since the racing did not start for a few more hours. Sure enough, AAMCO was dark and locked. But what's this? A Meineke shop on the opposite side of the same building was doing a brisk business. Perhaps someone there could give us a diagnosis.

The Meineke mechanic came over and within less than a minute he had diagnosed our problem, not as the transmission (\$3,000 new), which they couldn't fix, but as a broken CV joint in the front axle (\$300), which they could fix and did fix that afternoon. Grinning at our good luck, we hopped back into Carol's car, drove to the yacht club, and arrived in time to sail in all the races, finishing 8th in each one on Saturday. We also finished 3rd in the Sunday race, which resulted in a 4th-place trophy out of 33 boats.

We drove home to Illinois feeling incredibly lucky and appreciative of the generosity of our fellow Flying Scot sailors. *Sophie* is in our garage until the Midwinters – by which time perhaps we'll have a different car!! ▲

# North Carolina Community Sailing & Rowing

Larry Vitez, FS 5085



**F**lying Scot *cest le vitez* was conspicuously absent from the Carolina racing scene in 2009 but for a good reason. North Carolina Community Sailing & Rowing began operations on Lake Norman last spring, and it has been a time-consuming and rewarding endeavor. NCCSR is a public/private partner-

ship with the county park and recreation department with a mission to make sailing and rowing affordable, accessible, and safe for people of all abilities. Our motto is “education through recreation.” The Flying Scot is the backbone of our fleet and was the boat of choice from the beginning. (Everybody loves the boat... but not the halyard winches. We are mak-

ing Harry [Carpenter] rich with the purchase of winch handles.) We have seven seasoned Flying Scots (donated by some and purchased from others), and in just six months we introduced over 200 people to the Scot, including a corps of volunteer instructors, season-pass holders, sailing students, and disabled children. On a beautiful November Sunday, the



final event of our first season introduced autistic and Down syndrome children and their families to sailing; 25 volunteers helped put 40 people on the water in Flying Scots.

Community sailing was long overdue in the Lake Norman area. The metro population exceeds 1 million and, before NCCSR, sailing lessons were unavailable. None of the local sailing clubs teach sailing to adult members or the public (although LNYC runs a private camp for one week annually). I credit Graham Hall with giving me the idea to start a community sailing center. He lived in Charlotte for three years and we sailed together often (neither of us liked to work on windy days). He introduced me to the community sailing concept, and a few years later I made my first connection with the county park and recreation department. After nearly four years of hard-fought battles with public officials and the public, the sailing and rowing center became a reality.

For those of you who have been to LNYC, you should know that the new center is located on the south side of the lake, only 4 minutes off I-77 and 20 minutes from downtown Charlotte. We have a 30-year, rent-free lease on about two acres and a 1700-square-foot building in a park. We designed a robust dock system specifically to accommodate both our sailing and rowing craft. Without going into great detail, Duke Energy owns the lake and they are regulated by the Federal Energy Regulatory Commission, and commercial dock applications proceed at a glacial pace.

Our program format is to offer lessons Tuesday, Wednesday, and Thursday evenings, three hours each evening. In 2010, we will also teach from 9 AM to 1 PM on Saturdays and Sundays. Two or three students are in a boat with an instructor. We started a social sail on Tuesday evenings and Saturday mornings. Season-pass holders call ahead and we put two to seven Flying Scots in the water, ready to go when folks arrive. We just make boat assignments and off they go, making new friends and learning new skills.

In addition to seven Flying Scots, we have ten Sunfish and fifteen 420s and the beginnings of a vibrant high-school

sailing program. Last fall, three of us coached 26 high-school students on 16 Tuesday and Thursday afternoons from 4 PM to 7 PM. They want to learn to sail and learn to race.

The project receives no public funds; everything is funded with donations and program and season-pass revenue. We think we have a workable model, with rowing and sailing programs sharing the same facilities and generating a substantial combined income stream. We have implemented a very successful tax-deductible “donate your boat” program that in 12 months has produced over \$45,000 for us. We accept almost any boat — motor-, sail-, or human-powered — and even trailers. We sell them on craigslist. People will buy almost anything. If you are thinking about helping, visit our Web site [www.nccsailrow.org](http://www.nccsailrow.org) or contact me directly at [larryvitez@consolidatedadvisors.com](mailto:larryvitez@consolidatedadvisors.com). We would love your old boat...or retired sails, lines, and parts. Just put them in a box and ship them to us. We will reimburse you for the postage.

The effort has been exciting and rewarding beyond my greatest expectations, and this is just the beginning. Every community needs community sailing. You would understand — and be brought to tears — if you read a letter we received from the mother of one of the autistic children we took sailing.\*

\*The proofreader asked Larry to share this letter:

### **Sailing with Captain Larry – An opportunity missed turned into an opportunity gained**

*My son took part this weekend in a wonderful NC Community Sailing & Rowing (NCCSR) event—taking special-needs children and adults sailing on Lake Norman. It was sponsored by Denise Clark’s Therapeutic Recreation group at Davidson Park and Recreation. NCCSR’s mission is to bring sailing to the community—young or old, typical or not so typical. The event was staffed by high-*

*school volunteers, Park and Rec employees, and volunteer sailors and their wives/husbands, all of whom took what could possibly be termed the best Sunday of the fall (good weather, good Panther football) and gave it to these extra-special children and adults.*

*My son, Robert, is 8 years old, nonverbal, and — depending on his day and mood — moderately to severely affected by autism. He loves water and he loves movement, so we registered him for this opportunity, one that he had never had. The weather was more than ideal, the volunteers were so gracious, and Robert’s mood that day was good. We started out, and Robert was gleeful for the first 15 minutes. The warmth of the sun, the gentle breeze, the wonderful and very friendly captain [Larry Vitez] — it was heaven. Then Robert wanted to go swimming. Well, needless to say, his good mood changed dramatically when he was told no. Robert’s sailing trip was cut short, which was more disappointing for me than for him. However, what truly struck me at that moment and still stays warmly in my heart, was the reaction from Captain Larry. He was calm, gentle, patient, and encouraging without being intrusive. He is not personally affected by autism but is a parent and a good soul. He quietly and patiently got Robert back to shore and said “Hey, we are doing this again in April; please bring him back.” I almost burst into tears. The sense of acceptance and community that I felt at that event was truly overwhelming. I did cry all the way home, not about Robert’s missed opportunity to sail, but about Robert’s gained opportunity to be accepted and loved by a complete stranger for who he was — limitations and all. You can bet we will be back in April, and we will ask for Captain Larry. 🚤*



# FLYING SCOT®

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

**Online Store: [www.flyingscot.com](http://www.flyingscot.com)**

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

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

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

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

## Ronstan Fixed X-10 Tiller Extension...

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

## Ronstan Telescopic X-10 Tiller Extension...

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

## Spinnaker Pole...

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

## Tapered Aluminum Spinnaker Pole...

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

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

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

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

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

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

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

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

## Motor Bracket...

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

## Bow Flotation Bag Kit...

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

## Web Lifting Bridle...

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

## Jiffy Reefing Kit...

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

## Trailex Aluminum Trailer...

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



## Aquameter Sailor II Compass & Mount...

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

## Plastimo Contest Tactical Compass & Mount...

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



## Tacktick Micro Compass & Mount...

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



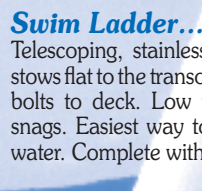
## Stainless Steel Mast Sleeve...

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



## Rudder Lift System...

Features custom stainless 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.

## Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

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

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

**Visit our Web Site for a Complete Parts List!**  
[www.flyingscot.com](http://www.flyingscot.com)

# Third Annual Glow in the Dark Regatta

Deb Aronson, FS 5987

**W**e did it again! The Clinton Lake Sailing Association Flying Scot fleet (Fleet 135 at Clinton Lake, Illinois) once again held the Glow in the Dark regatta. Seven out-of-town Scots came from as far north as Minneapolis, Minnesota, and as far south as Chattanooga, Tennessee. Eight CLSA Scots participated, making the Third Annual Glow—not to brag or anything—a rousing success.

Race committee chair Nick Schneider, with help from his wife, Angela, ran two races Saturday and two Sunday. Saturday morning started out calm and thick with fog, but by the time we were ready to begin, the fog had cleared and the winds were light—that is, until a rogue squall from a nearby thunderstorm cell showed up, knocking over several boats. One of those boats was last year's regatta winner, Ben Williams and Deb Aronson, in their

new boat Sophie and using the traditional Glow “pink” sails this year. These sails were donated to the original Glow regatta as a traveling trophy many years ago by Steve “Doc” Bellows, a sailmaker with Schurr Sails.

In any case, in a textbook operation, Gary Magnuson of the Mid Illini Sail and Power Squadron, which provided crash boats, helped right Williams and Aronson within minutes, and Stephen Gibson lent a hand to CLSA sailors Chris and Rick Wojnar. No one was injured, no boats were damaged, and everyone hung out on shore for the rest of the afternoon.

Saturday evening, in what is becoming a tradition, we had a steak cookout with several kinds of salad and desserts, including a birthday cake for Nick, the race committee chair.

Sunday dawned a little less foggy and

everyone was nourished with a hot breakfast cooked by CLSA members and Scot sailors Joe and Denise Karbarz. We squeezed in two great races before our time ran out and the wind began to howl. By the end of the day, the lake was full of windsurfers.

Part of the Glow tradition is that this year's winner will be using the pink sails next year. That honor goes to Tim Devries, of Madison, Wisconsin. Final standings for the regatta were:

**1st:** Tim Devries with his son Theo and Deb Torgerson, from Madison, Wisconsin

**2nd:** Bill Vogler with Robb Preston from Lake Carlyle, Illinois

**3rd:** Larry Klick with Kurt Holmquist from Medicine Lake, Minnesota

**4th:** Scotty Cline with Bill Simon from Chattanooga, Tennessee, and

**5th:** Dave Sebald with Kari Rekoske from Madison, Wisconsin.

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

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



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

[www.sailorstailor.com](http://www.sailorstailor.com) (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

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



***The Sailors' Tailor, Inc.***

Tel. 1-800-800-6050

1480 W. Spring Valley-Paintersville Rd.  
Spring Valley, Ohio 45370

Comprehensive Website [www.sailorstailor.com](http://www.sailorstailor.com)

# CAVEAT EMPTOR = BUYER BEWARE

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

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$50.00 for members per insertion, pre-paid and \$60.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to [info@fssa.com](mailto:info@fssa.com). Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

**1689** - Customflex built in 1970. Good condition. White deck, blue hull. Includes mast hinge pin, rebuilt trailer, 2 mains, jib, spinnaker and compass. **\$2000**. Location: Chatham, MA. Contact: John Morgan, 201-655-9100, [ajmorgans2@aol.com](mailto:ajmorgans2@aol.com)

**1704** - Douglass built in 1970. One set of sails. Trailer & boat cover. **\$3000**. Location: Niantic, CT. Contact: Paul Maxfield, 860-460-6700, [pmaxfield@ct.metrocast.net](mailto: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**. Location: Central NJ. Contact: Bill Craig, 973-701-9282, [william\\_craig@hotmail.com](mailto:william_craig@hotmail.com)

**1897** - Douglass built in 1971. Sound hull. 2 sets of sails. No trailer. On land. **\$2100 or bo** before Valentine's Day. Location: Columbia, SC. Contact: Regina Monteith, 803-779-8526, [rmonteith@sc.rr.com](mailto:rmonteith@sc.rr.com)

**3544** - Douglass built in 1980. Good condition, sail ready. White deck, light gray topside & red bottom paint. Two sets of sails & spinnakers, mast hinge pin, new

bow flotation bag & compass, mooring boat cover, motor mount, tiller extension, storage hammock, paddle, boat hook, fenders and lines, trailer and mooring w/ ball & tackle. **\$3500 or bo**. Location: MYC in Sharon, MA. Contact: David DePree, 781-775-9169, [dave@briggscapital.com](mailto:dave@briggscapital.com)

**4369** - Douglass built in 1987. Excellent condition. Many old sails in good condition, different made brands. (Main-jib-Spinnaker) galvanized trailer, the boat have many extras. **\$5000** Location: Easton, PA. Contact: Laszlo Viemann, 610-252-6656, [lvemann@verizon.net](mailto:lvemann@verizon.net)

**5199** - Flying Scot built in 1998. White hull & deck w/ 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**. Location: Frewsburg, NY. Contact: Dick Schwartz, 716-569-4500, [rasisaiah408@windstream.net](mailto:rasisaiah408@windstream.net)

**5538** - Flying Scot built in 2003. Race rigged, complete mooring and trailer covers, rudder bag, Spinnaker & pole, new aluminum trailer, Schurr Sails. Ready for pick up. **\$12,500**. Location: Palm Beach, FL. Contact: Adam Parker, 561-844-0206, [adamarker@sailfishclub.com](mailto:adamarker@sailfishclub.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. Trailex aluminum trailer, Sailor's Tailor travel cover, North Sails full tent cover, Plastimo compass, rudder lift system, swim ladder, lifting bridle, more. **\$14,500** Location: New Jersey near George Washington Bridge. Contact: Paul Cocotos, 201-281-6377, [sailing1@nj.rr.com](mailto:sailing1@nj.rr.com)

**5744** - Flying Scot built in late Dec 2006. Perfect condition. Customized, one-time only made design (no other Scot like this), White hull with Red/White/Blue striped bottom & orange water line. Customized racing package, very clean & all the controls you need, close at hand. No cleats or bumps on deck, seat or console!. 2 full sets of Ullman Sails, plus an extra jib and spi. Customized Long trailer, w/ brand new tires. Ullman

travel cover + Full tent cover, Plastimo compass, 2 Spinnaker poles (carbon and tapered aluminum) and many more. Fast Boat: 5th MW 2009 **\$16,500** Location: Deep Creek, MD. Contact: Hans Noordanus, 540-846-1605, [hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org)

**5758** - Flying Scot built in 2007. Standard race package, white hull/deck, dark blue waterline, red trim, mahogany center-board cap, bottom paint, Schurr sails, spinnaker, boom vang, cunningham, cockpit cover, full cover, swim ladder, motor mount, trailer w/spare, paddles, dry sailed only. Excellent condition. **\$14,000**. Location: Wolcott, CT. Contact: Paul Chartier, 203-879-4141, [pchartier@mossberg.com](mailto:pchartier@mossberg.com)

**5815** - Flying Scot built in 2007. Like New Condition! Dry sailed. Family package, Trailex aluminum trailer, Suzuki 2.5HP, Sailors Tailor cockpit cover, jiffy reefing system, swim ladder, grab rail, rudder lift kit, roller furling jib with Harken hardware, anchor, paddle. Factory Warranty covers boat until November 2012. **\$13,300**. Location: Vero Beach, FL. Contact: Peter Dube, 772-581-8300, [cobalt357@aol.com](mailto:cobalt357@aol.com)

## STARTING LINE

# STARTING LINE Calendar Of Monthly Events

**2010 Mid-Winter Championship**  
Southern Yacht Club  
New Orleans, LA - March 21 - 26, 2010  
Go to [fssa.com](http://fssa.com) for details.

**Tenth Annual Leukemia**  
**Cup Regatta**  
Carlyle Sailing Association  
Carlyle Lake, IL  
May 29 and 30, 2010  
Info: [www.csa-sailing.org](http://www.csa-sailing.org)  
Jim Harris, 314-966-8404

**Flying Scot Annual Egyptian**  
**Cup Regatta**  
(Hosted by CSA and Fleet 83)  
Carlyle Sailing Association  
Lake Carlyle, IL  
June 5 and 6, 2010  
Info: [www.csa-sailing.org](http://www.csa-sailing.org)  
Jim Harris, 314-966-8404

**Midwest District Championship**  
Medicine Lake Sailing Club  
Plymouth, MN - June 11-13, 2010  
Info: Larry Klick  
[lklick@comcast.net](mailto:lklick@comcast.net), 763-553-1680

**Douglass/Orr Regatta**  
Sprite Island Yacht Club  
Norwalk, CT  
June 19 and 20, 2010  
Info: Peter Feick 203-856-0246

**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](mailto: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](http://www.eyc.org). Info: Jay Lott,  
[jlott@reinhardtlaw.com](mailto:jlott@reinhardtlaw.com)

**2010 Atlantic Coast Championship**  
Lavalette Yacht Club - Lavalette, NJ  
September 11 and 12, 2010  
More info: Ron Kiss  
[rkkiss@aol.com](mailto:rkkiss@aol.com)

**MYC 60th Annual Regatta**  
Massapoag Yacht Club  
Sharon, MA  
September 11 and 12, 2010  
Info: Diane Kampf,  
[dianekampf@charter.net](mailto:dianekampf@charter.net)

**3rd Annual Boathouse Regatta**  
Swift Creek Reservoir  
Midlothian, VA  
September 18 and 19, 2010  
Info: Grant Miller,  
[millerslawn@mindspring.com](mailto:millerslawn@mindspring.com)

**CSA Annual Whale of a Sail**  
**Regatta**  
Carlyle Sailing Association  
Carlyle Lake, IL  
September 18 and 19, 2010  
Info: [www.csa-sailing.org](http://www.csa-sailing.org)  
Jim Harris, 314-966-8404

**Wife Husband Championship**  
Lake Norman Yacht Club  
Mooresville, NC - Oct. 9 - 10, 2010  
Info: Bill Reinke,  
[bbreinke@charter.net](mailto:bbreinke@charter.net)



# NEW MEMBERS

## Capitol District

### Boat #: A033/Fleet #: 0

Richard Davis  
2024 Huntwood Dr  
Gambrells, MD 21054

### Boat #: 5763/Fleet #: 0

Derris Krause  
801 Midland Rd  
Silver Spring, MD 20904

### Boat #: 3537/Fleet #: 0

Mark Neeland  
2709 Felter Ln  
Bowie, MD 20715

## Carolinas District

### Boat #: 1601/Fleet #: 0

Phil Fowler  
5607 Meadow Bluff Ct  
Concord, NC 28027

### Boat #: 4909/Fleet #: 0

Tommy Smith  
1100 Queensborough Blvd.  
No. 1  
Mt. Pleasant, SC 29464

### Boat #: 1831/Fleet #: 0

James B. Stokley, Jr.  
710 Ramblewood Ln  
Wilmington, NC 28411

## Florida District

### Boat #: A031/Fleet #: 0

Dodge Rees  
2320 Magnolia Ave  
Pensacola, FL 32503

### Boat #: 4305/Fleet #: 150

Andy Fox  
168 Big Oak Bend  
Chuluota, FL 32766

## Greater NY District

### Boat #: 0680/Fleet #: 24

Robert McCorkle  
9 Ridgewood Rd  
Ridgefield, CT 06877

## Boat #: 5862/Fleet #: 163

Richard A. Baucom  
3350 Bay Hill Drive South  
Center Valley, PA 18034

## Gulf District

### Boat #: 5800/Fleet #: 38

Mobile Yacht Club  
4925 Marina Drive  
Mobile, AL 36605

## New England District

### Boat #: 3866/Fleet #: 0

John Dickson  
PO Box 21  
N Chatham, MA 02600

## Pacific District

### Boat #: 2333/Fleet #: 186

Mark White  
402 S Louisiana St  
Kennewick, WA 99336

## Southwest District

### Boat #: 5884/Fleet #: 0

Alanna Clary Strong  
3115 Southwestern Blvd  
Dallas, TX 75225



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.

**WIMRA**  
WOMEN'S INTERNATIONAL  
MATCH RACING ASSOCIATION

Show your support. Become an official member of the organization that was successful in helping to get

Women's Match Racing into the 2012

Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at [wimra.org](http://wimra.org).



**1ST PLACE:**  
JUBILEE REGATTA 2008

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

**2ND PLACE:**  
JUNIOR LIPTON 2008

490 South L Street  
Pensacola, Florida 32502  
850-438-9354 fax 850-438-8711  
hunter@schurrsails.com



PHOTO COURTESY OF PHOTOBOAT.COM

### ***Excellence in Design, Fabrication & Service***

Whether you are cruising a Flying Scot or racing around the buoys, Schurr Sails has the sails you need to get there fast.

For the Flying Scot cruiser looking for quality, durability, reliability, and service, Schurr Sails uses top quality cloth and combines it with proven construction techniques.

For the Flying Scot racer Schurr Sails takes you to the next level with top of the line one-design cloth incorporating 50 plus years of experience in design, fabrication and service giving you the fastest Flying Scot sails on the water. And they are still Made In America.

**Check out our one design web site at [schurrsails.com](http://schurrsails.com) or call Hunter Riddle at 850-438-9354.**

**MADE IN AMERICA**

# CRSA

CORAL REEF SAILING APPAREL  
888.224.0641



[WWW.CORALREEFSAILING.NET](http://WWW.CORALREEFSAILING.NET)



ONLINE CATALOG AND *NEW LOWER PRICES*

CUSTOM ARTWORK DESIGN

CUSTOM TEAM LOGO APPAREL

ON SITE INVENTORY FOR YOUR EVENT

PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA

SELL YOUR EVENT PRODUCTS IN ADVANCE

WE STAFF YOUR EVENT

NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

## THE BEST IN SAILING AND FLYING SCOT 50TH ANNIVERSARY APPAREL





**All things**

**F4S<sup>®</sup>**



**"The Raceware Specialists"**

**[www.APSLTD.com](http://www.APSLTD.com)**

**800.729.9767**

**...and more!**





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

Address Service Requested

Periodical  
Postage  
**PAID**  
Columbia, SC  
29201

## District Governors

### **CAPITOL DISTRICT**

David Neff  
1032 Old Turkey Point Road  
Edgewater, MD 21037  
(410) 798-4146  
david@selbybay.com

### **CAROLINAS DISTRICT**

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

### **DIXIE LAKES DISTRICT**

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

### **FLORIDA DISTRICT**

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

### **GREATER NY DISTRICT**

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

### **GULF DISTRICT**

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

### **MICHIGAN-ONTARIO DISTRICT**

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

### **MIDWESTERN DISTRICT**

Ryan Malmgren  
2528 Todd Drive  
Madison, WI 53713  
(608) 225-4287  
ryan@madsails.com

### **NEW ENGLAND DISTRICT**

Eric Wojtakszek  
24 Eaton Street  
Wakefield, MA 01880  
(781) 704-3820  
eric@maltshoppe.com

### **NY LAKES DISTRICT**

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

### **OHIO DISTRICT**

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

### **PACIFIC DISTRICT**

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

### **PRAIRIE DISTRICT**

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

### **SOUTHWEST DISTRICT**

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



*Join Today!*

*Your Passport to Great Sailing...*

**An FSSA Membership**

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com

**FSSA HEADQUARTERS:**  
One Windsor Cove, Suite 305 • Columbia, SC 29223