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OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 54 NUMBER 5 2010

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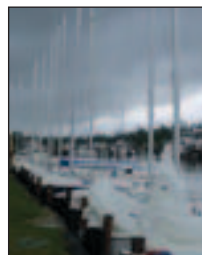
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## Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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](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.

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*Cover photo courtesy of Paul "Skip" Ferguson from the Rappahannock River Yacht Club.*



# From the President

Charles Buffington, FS 5347



**S**arah and I are home from the 2010 North American Championship that was sailed in Bay Saint Louis in Mississippi at the end of June.

Bay-Waveland Yacht Club hosted the event and did a bang-up job, despite the threat of crude oil in the Gulf and the wet weather from Hurricane Alex. Fifty-two boats attended the event, a good number for an NAC on the Gulf in the summer in any year, but especially this summer. On Sunday, six women's teams and sixteen junior teams sailed in the Women's and Juniors' Championships. This has to be a modern record for the number of juniors competing. *They're raisin' 'em right* down on the Gulf Coast.

Clinton Edwards and the race committee did a great job running the races under incredibly difficult circumstances of too little (or too much) wind and way too much rain, thunder, and lightning. Thanks also to Flying Scot Sailing Association's Dan Goldberg, co-PRO. Ann Edwards was the NAC chair this year and did a fabulous job with registration, trophies, food, and the thousand other details that the job involves. Claude Dannemann served as Measurer for the event and held our feet to the fire of strict one-design racing. Bay-Waveland Vice Commodore Randay Santa Cruz and

Commodore Chris Trapani not only performed admirably in their official duties, but Chris and his wife spent the week on the water in a mark boat...clearly beyond the call of duty. Many thanks to Clinton, Ann, Claude, Randay, Chris, and the entire group for a very special week of sailing and fun on the Gulf Coast!

Several months ago, I sent out a request for slogans promoting Flying Scot sailing and received quite a few suggestions. My thanks go to those of you who shared your creative talents and your love of the boat. Many of the slogans you sent captured parts of the story well, but none captured it all. Using these ideas as a starting place, Sandy Eustis, Deb Aronson, and I have been struggling to get this complicated message reduced to a simple model and have tentatively adopted the image of a three-legged seat (see illustration).

The success of Flying Scot sailing rests on three "legs": a sturdy, well-built boat; a reliable builder; and a healthy class association with a strong commitment to the one-design philosophy. Dedicated owners act as the rungs of the seat; they connect to each of the legs and hold the structure together. Each component plays a crucial role. If one leg fails, or if the rungs go missing, the seat will collapse.

Currently, the boat is doing well. FSSA

is on solid financial footing; costs are down about 30% and membership is stable. However, the economic downturn has hit our builder hard, and new boat orders are at an all-time low. Harry and Karen [Carpenter] have served the class well for 20+ years, always ready to help Scot owners even if the owner doesn't know the name of the part that's broken! Let's support them, in turn. Isn't now the time to call Flying Scot, Inc., and replace worn boat parts and lines, perhaps even upgrade to a new boat? Why not give gift certificates from Flying Scot, Inc., as prizes in your annual invitational regatta, like Fleet 80 near Pittsburgh is doing? ♣

## Flying Scot Sailing Success



## 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

**D**uring the past year, in an effort to reduce cost and ensure the FSSA Executive Committee was doing the best job protecting our assets, a search committee was put in place to review proposals from several management companies. The committee went through an exhaustive process to choose a management company, starting with the 26 proposals we received, narrowing the search to the top candidates, which included our current Management Company J. Edgar Eubanks (JEE). As in most consultant searches, we interviewed the finalists, then rated them against one another in several categories. We made a recommendation to the Executive Committee, after which the Executive Committee took a final vote. And where did we land - you may have guessed it, we landed right back where we started with our current management company, JEE. As a testament to how much JEE appreciates our business as well as our long-standing relationship, we received this letter from JEE's President, MaryAnn Crews.

*Charles Buffington  
Diane Kampf  
Frank Gerry  
Glenn Shaffer  
Hank Sykes  
Larry Taggart*

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Dear FSSA Board of Governors,

I had hoped to be present at your meeting so I could do this in person. Since I cannot, I have asked Courtney to share this letter with all of you.

I want you all to know how very much I personally and all of us at JEE appreciate your loyalty and support. We know that you spent a lot of time and a whole year looking at management companies. I know how concerned you have been about the economy and the tight budget constraints everyone has had and continues to have to work under. We all feel that squeeze and look forward to brighter days.

We know that you gave careful consideration to all of the proposals. We certainly gave careful consideration to the one we made for you. As we have always done in the past, we tried to do all we could to help FSSA through tough economic times.

We greatly appreciate your decision to stay with JEE. Since 1978, it has been our honor to work with many wonderful people associated with FSSA. We have been through many happy and sad times together. It was heart warming for us to have your support to continue to have us work with you as your management company.

We pledge to give you the best service possible. We will continue to treasure our friendships and our business relationship with all of you.

With grateful hearts and best wishes for Happy Sailing.

MaryAnn



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# FSSA Executive Committee

## 2010 Committee Members

### President – Charles Buffington

Charles Buffington is the current President of FSSA. He's owned a Scot



since 1973 and currently sails with his wife, Sarah. They met in church choir and, amazingly, Charles met all ten of Sarah's criteria for a husband. Their home lake is Deep Creek Lake in western Maryland. Sarah teaches high school chemistry and Charles is an anesthesiologist in Pittsburgh at the University Hospital. Besides sailing, his hobbies include gardening and cooking. Sarah's hobbies include all water sports, smelling the roses, and baking.

### First Vice-President – Diane Kampf

Diane Kampf, FSSA First Vice-President, has been sailing as crew for her husband and skipper, Greg Kampf, at



Lake Massapoag in Sharon, Massachusetts, where she and Greg are Life Members.

Greg and Diane are both IT professionals at the University of Massachusetts. While Greg has been sailing since he was a young boy, Diane got the bug in 1996 after their first trip to an NAC, and they have been travelling to regattas ever since. Diane is also Commodore of Massapoag Yacht Club, as well as Regatta Chair, recently hosting the 2009 Flying Scot Wife-Husband Championship. When Diane's not sailing, she spends time with her mother (Kay) and her daughter and son-in-law (Kassandra and Brian) and their children (AJ and Kaitlyn). She also runs a small scrapbooking business to document memories with family and friends.

### Second Vice-President – Frank Gerry

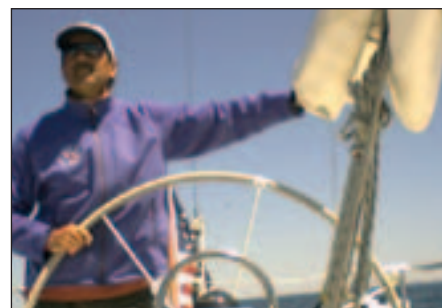
Frank Gerry is FSSA Second Vice-President. He loves to sail his Scot, *Helga*. Marianne and Frank have sailed Sunfish, Windmills, Lasers, and Highlanders (past class President),



and they've been racing the Flying Scot for the past 10 years. They are active members at Delavan Lake Yacht Club in Delavan, Wisconsin. Prior to that, they spent 24 years in the Cleveland area sailing at Edgewater Yacht Club on Lake Erie and at Berlin Yacht Club in North Benton, Ohio. They are passionate about traveling to regattas, camping in the Hyatt Regency (Chevy van), and meeting new sailors.

### Secretary/Treasurer – Bill Vogler

Bill Vogler, FSSA Secretary/Treasurer, hails from Fleet 83 on Lake Carlyle, Illinois. He first sailed in a Flying Scot 44



years ago, in 1966, with Sandy Douglass. Bill travels to regattas, including national events. Recently he was 2009 Midwest District and NAC Masters Champion, and he was a top-10 finisher at the 2009 NAC.

### Commodore – Barbara Griffin

Barbara Griffin, FSSA Commodore, has been sailing on the Scot with her husband and skipper, Don, for over 23 years. Barbara has also skippered in the Deep Creek Women's Regatta, Challenger Division. She recalls

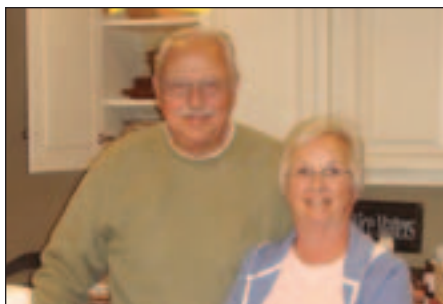


fabulous memories and amazing experiences, from traveling all over the country. Barbara and Don have also bareboated in several areas around the world.

Barbara served as a District Governor for 3 years and then on the FSSA Executive Committee for 9 years, last serving as FSSA President. She also serves as Treasurer of her local fleet, a position she has held for 7 years.

### Chief Measurer – Bob Neff

FSSA Chief Measurer Bob Neff, a former motorcycle racer, was interested in a racing activity to share with his



family. The family-oriented, one-design Flying Scot class made his decision easy. The members of Fleet 83 at Carlyle Lake Sailing Association near St. Louis were very helpful, and the family began sailing their first Scot in 1979. Soon all five Neffs were racing the Scot together almost every weekend and starting to travel to different venues. In 1981 the family moved to Maryland, joined Fleet 97 at West River Sailing Club, and began racing and sailing on the Chesapeake Bay. Bob is currently a member of Fleet 42 at Selby Bay Sailing Center.

Bob has been Chief Measurer since 1992 and has endeavored to be true to the ideals of the designer and first Chief Measurer, Sandy Douglass.

#### **Scots n' Water Editor – Kay Summerfield**

Kay Summerfield is the Editor of FSSA's magazine, *Scots n' Water*. Kay was recruited by Jim Harris in 2003 to take the Editor's role. Along with her husband, Ed ("Fast Eddy"), she started Fleet 162 in Pine Beach, New Jersey (Toms River area), in the 1980s. Kay was crew for her husband



for five years, most recently working shore-side at several national regattas. Now living in North Carolina, hoping to start a fleet in the Washington area, Kay and Ed are very involved with the Greater Pamlico Area Chapter of the American Red Cross. They are on the Board of Directors, Blood Services Liaison, Disaster Action Team, and Shelter Managers.

#### **Outgoing Web Editor – Hank Sykes**

Hank Sykes, FSSA.COM Web Editor, developed his passion for sailing as a

young boy at Grand Lake, Colorado, high in the Rocky Mountains. For some unexplained reason, it took over twenty more years before he began to sail regularly, first on a Sunfish and eventually on the Flying Scot, starting in 1985. Summertime



at Cape Cod often centers on family cruising with wife, Judy, sons Andy and James, five grandchildren, and many friends. When sailing at home (Cedar Point Yacht Club in Westport, Connecticut), the focus becomes racing with Fleet 177 members. Aside from sailing the Scot, Hank is a past officer of the FSSA, and has been the Editor of the Web site since 1996. Judy and Hank have lived in New Haven, Connecticut, since 1986.

The FSSA thanks Hank for his many years of service to us all and his continuing contributions to FSSA.

#### **Web-Page Editor – Eric Wojtaszek**

Eric Wojtaszek started sailing competitively in middle school, sailing in the Sunfish and Laser classes. After a break from sailing during college, he started sailing with his wife, Gloria, in a class that was not a strict one-design like the Laser and became frustrated



with the level of work and money required to keep up. When they discovered the Flying Scot, they decided to start Fleet 187 at the Quannapowitt Yacht Club (the oldest inland yacht club in the US) in Wakefield, Massachusetts. Now seven years and two children later, he tries to participate in as many events as possible.

#### **Parliamentarian – Larry Taggart**

Larry Taggart began his involvement with Flying Scots in 1969 in New Orleans, when the Scot was first adopted as the interclub boat of the Gulf Yachting Association. After sailing club-owned boats for several years, he purchased his first Scot in 1975. He has served the

FSSA in many positions, including Fleet Captain, District Governor, Measurer, and President. He is currently the Gulf District Governor, serves on the Executive Committee as Parliamentarian, is a member of the Measurement Committee and National Championships Committee, and chairs the Nominating Committee. Larry is an Honorary Life Member of his home club – Southern Yacht Club – and supports sailing there in many ways.

He has also served as Commodore of the Gulf Yachting Association (GYA) and remains chair of their Racing Rules Committee. In addition, he has served at one time or another as GYA Scorer, Sail Measurer, and Appeals Committee member. He is a former Senior Judge. For ten years he was also a Sea Explorer (BSA) leader heading a Scout group specializing in sailing and racing, including ten sailing cruises to the Bahamas from Florida. In "real life" Larry is senior vice-president of a medium-sized non-profit in New Orleans.



#### **Amendment Committee Chair – Dan Goldberg**

Dan Goldberg bought his first Flying Scot in 1981 and has been deeply involved in the class ever since. He has served as Fleet Captain, District Governor, and President of the FSSA. He is currently Chair of the Amendment Committee, and he is a member of the National Championships Committee. He is also a US SAILING Regional Race Officer. He is very active in his home club's Learn to Sail program and enjoys teaching our great sport to aspiring sailors.



#### **Membership Committee Chair – Greta Mittman**

Greta Mittman is the FSSA Membership Chair and Southwest District Governor.

*Continued On Page 16*





# Alex, Alex, go away. Come again... On second thought, stay away!

Diane Kampf, FS 5857, FSSA First Vice-President

**W**hen Greg and I arrived at the beautiful new Bay-Waveland Yacht Club in Bay Saint Louis, Mississippi, we had travelled about 1500 miles from Massachusetts. The Flying Scot Sailing Association (FSSA) executive committee had agreed to keep the North American Championships at this venue after learning that the tragic oil spill had not reached the Bay and that there was no real reason to believe there would be any issue. I am pleased to report that we made the right decision and that the water in the Bay was just fine for the event. Aside from thanking Ann Edwards, regatta chair, for her patience while this decision was made, we should thank the Pontchartrain Yacht Club in Mandeville, Louisiana, for agreeing to take on the event should there be a change in the status. And we owe a debt of gratitude to Lake Norman Yacht Club

in North Carolina for having an alternate event planned, including the race committee, notice of race, sailing instructions, meals, the whole thing--just in case we needed it. What a great association and great fleets we have taking such good care of one another!

We anticipated a week of warm weather and great sailing in the sea breeze. Well, Hurricane Alex had different plans. We were lucky that the hurricane did not make a direct hit in the Bay, deciding to go further west, but the related storms that the hurricane threw did make their way right to us. I do believe there were 20" of rain in Mississippi during our stay. But we stayed nice and dry in our camper, right on club property, with a short walk to the events.

On Saturday night, we tried the West End Restaurant on Highway 90 and were treated to a really nice meal. While we were there, the owner brought out the

new addition they are planning for their menu--a 4-lb Maine lobster. Imagine us from New England seeing the "new item" on the menu!

On Sunday--when it was mostly cloudy and winds started at 10 to 12 knots, and slowed to about 5 knots--we were able to watch the Women's and Juniors' Championships. What a great sight, to look out and see 6 Women's teams and 16 Juniors' teams out there for this event. It was hard to tell if left or right was the best way to go, but three races later you could hear an argument for each way. Congratulations to the Women's team of Amy Kleinschrodt, Sara Hall, and Ashley Hall from Buccaneer Yacht Club in Mobile, Alabama, for getting three bullets and being awarded first place, along with the Joan Bunsie Memorial Trophy. This team also won the 2009 US SAILING United States Women's Championship (Adams Cup) last September right at Bay-



Waveland Yacht Club! And congratulations to the first-place Juniors' team of Sam Hopkins, Jr., Sam Hopkins, Sr., and Alexander Hopkins from Gulfport Yacht Club in Mississippi, who also won the Fleet 76 Junior Championship. (Greg and I got the award for the furthest distance driven, and I said it was great that we could at least win something!) After the awards, we had a wonderful dinner at a local restaurant named Trapani's, owned by the brother of BWYC Commodore Chris Trapani. The personal touch at the restaurant was obvious and appreciated. We had great seafood and enjoyed every minute of dinner with our friends.

On Monday, the plan was to go out at 1:00 P.M., but Alex was just not going to cooperate by giving the race committee, chaired by Clinton Edwards and Dan Goldberg, a break in the weather. Despite their patience, it was not meant to be; there was too much thunder and lightning, with no letup in the torrential downpours. That just did not mix with sailboat racing, so no qualifiers were held on Monday. We did have a lovely fish fry that evening at the club, where we watched the chefs cook the fish right there on the patio.

Tuesday was a little better, but Alex was still present. In the rain, with the sun popping through just a few times, we got the qualifiers in. But it was not simple (which we were learning was the story of this regatta). Each leg of each race seemed to come with a change-of-course flag, since the wind just would not settle in like a nice sea breeze would have behaved. In one race, there was a shorten-course flag at the end of the second downwind leg, so we finished about 4th or 5th between the gates, per the RRS. Lots of skippers did not understand that the shorten-course flag at a gate means you finish between the gates, and the ensuing confusion and collisions forced the race committee to abandon and cancel the race. No one will forget that rule any time soon! In the next race, we sailed all the way to the windward mark before we all knew there had been a general recall, so we went back to the starting line, just hoping to get that 3rd race

*Continued On Next Page*



*Women winners.*



*Juniors winners.*



*Boats on the dock waiting for the rain to stop.*



*Bevily and Mackinlay Tikoft leaning on each other on the BWYC Deck.*

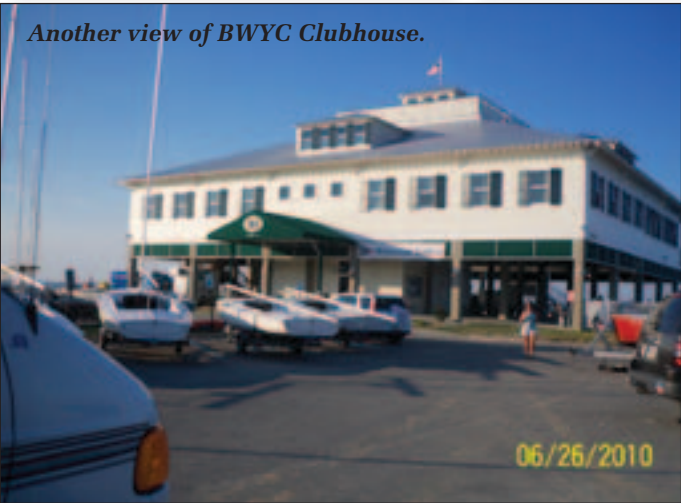


*The rain that would not go away.*

07/02/2010



*Challenger winners.*



*Another view of BWYC Clubhouse.*

06/26/2010



*Championship winners.*

07/02





in for the qualifiers – and we did. In the end, Greg and I were pretty consistent in the races that counted (14 – 14 – 14) and ended up with 42, not quite enough to qualify for the Championship Division. We were the 2nd boat qualifying for the Challenger Division, and we knew we had to work hard to make sure we were not disappointed in the end result.

On Wednesday, we got a repeat of Monday, with the weather not giving us enough of a break to have races. We continued to try until it was too late in the day and there was no chance of a change in the weather. Greg and I joined some friends at the yacht club's weekly buffet dinner and really enjoyed both the food and the company. Since I still had not bought souvenirs for my grandchildren, Greg and I set out to hunt down something. I was not very successful and thought that maybe the Hollywood Casino's gift shop might have something. Walking out a bit disappointed, I decided to put \$10 into a machine to see if my luck would change. I hit the Max Bet button twice, at \$5 a pop, and said that's all I was going to spend. Imagine my surprise when, the second time I hit the button, I got a \$260 return! I promptly cashed out and left the casino and "said goodbye to Hollywood," as Billy Joel might say.

We tried starting a little earlier (at 10:00 A.M.) on Thursday, since the wind seemed to be a little better in the mornings, and we managed to get some racing in very late in the day. We finished two races before we came in at 6 P.M., but one of the races was protested. The sailing instructions had said that no race could be shortened to less than four legs, but due to the lack of wind and the constant wind shifts (we were finishing at the upwind mark with spinnakers flying!), the race was shortened to three legs. The judges worked hard to decide whether to count the race, and the end result was that the race was thrown out. That meant we had to get in two races on Friday or the event could not be considered a championship! I did not envy the race committee one bit!

The annual meeting was held quite late due to the lateness of racing. One of my favorite parts of the night was that they

placed the desserts at each place setting BEFORE the meal. The meal itself was quite yummy, but I always say, "Life is short; eat dessert first!" The FSSA officers talked a little about what we have done over the past year, including progress on the FSSA Foundation. They particularly focused on the 30% decrease in spending, which was realized by cutting as many unnecessary expenses as possible, along with a cut in the management fee by J. Edgar Eubanks. Courtney Waldrup, FSSA executive secretary, then handed out the Scots n' Water editor's awards in Kay Summerfield's absence. First was the award to Jim Starr for the best non-professional photo submitted, followed by the award to the fleet contributing the most to the magazine, which was accepted by Jay Lott on behalf of Fleet 44, Midwestern District. Ryan Malmgren, , accepted the award for the district contributing the most, and then I [Diane Kampf] was recognized as the person contributing the most to the magazine. I then handed out fleet growth awards, with several fleets being renewed this year after having been revoked and several other fleets growing by 50% this year. This was followed by the Fleet of the Year Award, which went to Fleet 96 from Southern Yacht Club, whose application won out amongst the seven submitted to me for creativity, racing events, and other fleet activity. We gave a special plaque to Fleet 48 from Lake Norman, for putting together an alternate NAC in the event we had to move from the Gulf Coast. Courtney then presented the Executive Secretary's Cup to the person who contributed the most to FSSA over the past year: the winner was, most deservedly, Barbara Griffin, our FSSA commodore, whose dedication to the Flying Scot class is outstanding.

Now we had just Friday left to see if we could make this a championship. The sun was out and it seemed like there was wind, but it was not the sea breeze we had been looking for all week. We went out and got a race in, but had to shorten it to four legs because the wind was not staying. We came back to the dock when the wind died completely, and we tried to go back out again at noon. There was just enough wind to start the Championship

Division, but the race was abandoned right as the Challenger Division was starting. At this point, we were really worried that there was not going to be a championship, but then we saw a wonderful sight--a steady sea breeze coming in to save the day. We had the best wind we'd had all week and started the race less than one hour before the deadline of 3 P.M. Greg and I had our best start of the week and, per some advice from another sailor, went right when EVERY other boat went left. We got to the windward mark first and held off all the spinnakers trying to catch us downwind. We went right again and a few boats further back went with us, but the majority of boats still went left. Once again, we got to the windward mark first and worked hard to hold everyone off downwind. Of course, we went right again, and again we held everyone off, even a few last-minute battles with the 1st- and 2nd-place Challenger Division boats. We felt pretty good leaving with our best race of the week AND a win—and a 5th overall in the Challenger Division.

Allan Terhune noted that he would not have wanted to be in the race committee's shoes this week, even going so far as to say you could not pay him to do what they had to do all week. A big thanks to Ann Edwards and her crew, to Clinton Edwards and Dan Goldberg and their crews, and to the judges for a successful NAC, despite all the roadblocks and obstacles that were put in their way. All the best to Ben Williams and Deb Aronson from Clinton Lake, Illinois, who won 1st place in the Challenger Division and were awarded the Max and Mary Doolittle Trophy. And congratulations to Al and Katie Terhune (from Eastport Yacht Club in Maryland), who were awarded 1st place and the Gordon K. Douglass Memorial Trophy.

We made it safely the 1500 miles home, driving straight through so we could work on the July 4th festivities at Massapoag Yacht Club in Sharon, Massachusetts. It's good to be home, but we brought with us many memories of this NAC and great times with lots of great friends and the best class of sailors anywhere. Can't wait for Cedar Point next year! 🏆



# 2010 FLEET OF THE YEAR

Larry Taggart

The “Fleet of the Year” award is presented to an outstanding Flying Scot fleet each year at the annual meeting during the NACs, this year in June at Bay-Waveland Yacht Club. Some of the accomplishments that helped Fleet 96 at Southern Yacht Club in New Orleans win the award this year are described below.

Seventy percent of the fleet’s members are members of Flying Scot Sailing Association (FSSA). The fleet participated in or sponsored over 25 local races and twilight races; Flying Scots were used in the junior program, sailing camp, and high school and adult learning programs; Scots were used in elimination series for the Gulf Yachting Association’s Junior and Lipton Championships; and Scots were used in the US Sailing qualification series. Club-owned Scots were also available for day sailing.

In addition, Fleet 96 hosted the 2010 FSSA Midwinter Championship and the 2010 Gulf District Championship, and fleet members participated in the 2009 and 2010 North American Championships and in the 2009 and 2010 Midwinter Championships. The fleet also submitted articles to *Scots n’ Water* and the Southern Yacht Club *Tell-Tale*. Also, fleet member Larry Taggart is a past president of FSSA and current Gulf District Governor.

Fleet members helped maintain the fleet of club-owned Scots and assisted in the construction of sail and equipment lockers for club Scots. Fleet members assisted and ran races both for other one-design classes and for PHRF classes. One fleet member annually chairs the SYC Old-Timers Regatta for all classes. Periodically throughout the year, one of the more expe-

*Flying Scot Sailing Association Gulf District Governor and Past President Larry Taggart is shown presenting the “Fleet of the Year” award to outgoing Fleet 96 Captain Dan Baird and incoming Fleet Captain Eric Alber.*



rienced sailors emails Scot tuning and sailing tips to all fleet members, as well as to club members who might be interested in sailing a Scot.

Fleet 96 strongly believes that all Flying Scot sailors should support the class by joining the Flying Scot Sailing Association. The benefits of *Scots n’ Water* and the various aspects of membership are explained to non-members. If that does not work, the “guilt trip” approach may be used—calling to the attention of non-members that they are participating in Scot activities and enjoying FSSA benefits without “paying” their fair share. It is also emphasized that \$45 certainly is not a whole lot to pay (particularly compared to other classes). (Dinner with drinks following just one of our twilight races usually costs more than that!) One of the most successful methods of getting memberships is to have the fleet captain hand non-FSSA members a membership form, telling them to fill it out and

give him the dues (which he forwards to FSSA). Doing this after a few drinks helps!

The fleet also emphasizes more “fun” racing whereby our better skippers and crew sail with the less experienced ones. The premise is to shorten the learning curve for boat-handling and sail-setting, so that everyone is more competitive in regular races. Participants in the club’s adult sailing school and the club’s “Crew U” are invited to come and sail/race with the fleet. There are also various social events, including parties, Saturday lunches at the clubhouse, and fleet dinners following twilight races. Each year the “Crewe of Flying Scots” is a part of the SYC annual mock Mardi Gras ball. The men costume according to the theme of the event, while the ladies wear more formal attire (although some would just as soon costume as well).

It takes a lot of work to make a fleet successful and active. Fleet 96 is on the right path! ▲

# The Importance of Having a Neutral Helm

Pat Glazier and Charles Buffington

Sailors who are new to the Flying Scot may think of the tiller as a steering wheel that determines the direction of the boat, and this is largely accurate. Push the tiller to the left and the boat turns to the right. But the tiller is also one of the most useful sources of information on the Flying Scot, because it tells you if the boat is properly balanced. The boat's natural direction is determined by sail trim, weight distribution, centerboard position, and the amount of heel. When these forces are in balance, the boat goes straight forward; when they are not, the boat tries to turn either to the left or to the right. If you want the boat to head in some other direction, this competition between where you want to go and where the boat wants to go shows up as weather or lee helm in the tiller.

Using the tiller and rudder to force the boat to go in a direction it doesn't want to go is slow, because the rudder generates turbulence and drag rather than sliding smoothly through the water. Look carefully at the wake that comes off the rudder. If there is a big wake on one side or, even worse, little whirlpools behind the boat, then the rudder is generating turbulence and acting like a brake. When the rudder gets to about 20 degrees off the centerline, it stalls out completely and becomes ineffective.

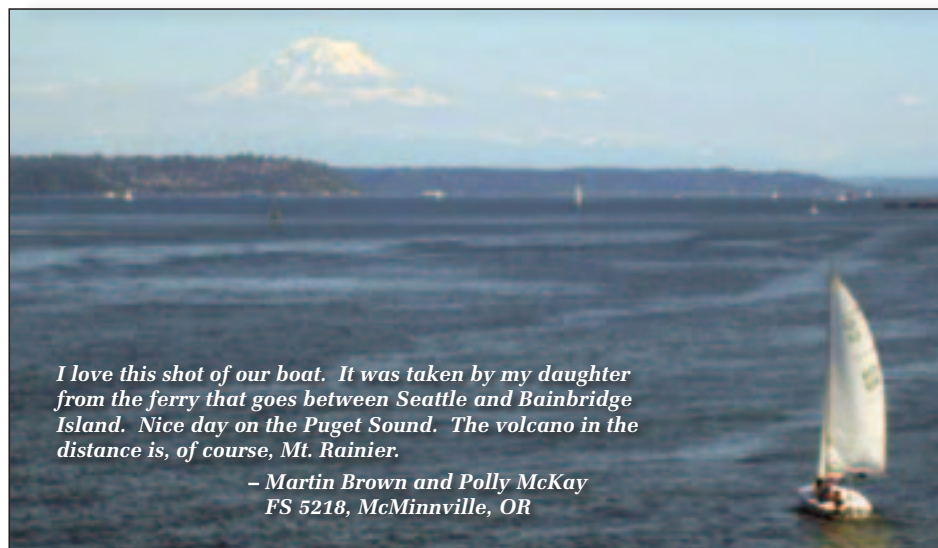
It's common on windy days for the boat to develop weather helm as it heels over while beating to windward. Pulling on the tiller to keep the boat from heading up too much is a common response, but it's not the correct one. A better approach is to ease the mainsheet and flatten the boat. This is an example of how information from the tiller (weather helm) can alert the driver to the fact that the boat is out of balance.

There are two exercises that will help you get in tune with the information coming from your tiller. Try sailing while holding the tiller with just two fingers. Adjust weight distribution and sail trim until it's easy to steer this way. Another way to say this is "keep a light hand on the tiller." Be sensitive to its movements and correct the boat, not the tiller, when the tiller tries to move off the centerline. Try steering the boat by adjusting the mainsail. Ease the sheet to fall off and tighten it when you want to head up. Move the tiller as little as possible. Let go of the tiller completely from time to time. If it doesn't stay in the centerline when you let go, that's a sign that the boat is out of balance.

The second exercise is best done on a weekday in the summer when the air is light. Take the boat out by yourself and find an open area to sail in. Take the tiller off and put it in the bottom of the boat. Your task is to steer the boat using body weight (stand up to do this) and sail trim only. Heel the boat and see what happens. Pull the jib in tight and let the

main out, and then reverse the trim. Play with the centerboard and see how that affects the direction of the boat. Don't be discouraged if you go around in circles for a while. Once you figure out how the main and jib work to turn the boat and how the angle of heel interacts with the sails, you'll be able to sail in a straight line. Do this until it becomes second nature, and then use the same moves to steer the boat after you put the tiller back on.

The braking action of the rudder can actually be put to good use. Suppose you're coming into a dock with entirely too much speed and want to avoid buying a new stemband. Just waggle the tiller from side to side forcefully and apply the brakes. If you push the tiller all the way down and spin the boat about 45 degrees then pull the tiller all the way the other way and return to your original course, you can completely stop the boat. Using the rudder as a brake is also a useful maneuver while racing, if you find yourself approaching the line to start with too much speed. ▲



*I love this shot of our boat. It was taken by my daughter from the ferry that goes between Seattle and Bainbridge Island. Nice day on the Puget Sound. The volcano in the distance is, of course, Mt. Rainier.*

*- Martin Brown and Polly McKay  
FS 5218, McMinnville, OR*

# Making Waves!

## 2010 FSSA North American Championship

Women's – 1<sup>st</sup>, 2<sup>nd</sup> \*, 3<sup>rd</sup>, 6<sup>th</sup>

Junior's – 1<sup>st</sup>, 8<sup>th</sup>

Qualifier – 1<sup>st</sup>, 2<sup>nd</sup> \*, 3<sup>rd</sup>, 4<sup>th</sup>, 10<sup>th</sup>

Championship – 2<sup>nd</sup>, 6<sup>th</sup> \*, 8<sup>th</sup>, 9<sup>th</sup>

Challenger – 2<sup>nd</sup> \*

\* Partial inventory

2010 Pass Christian  
Lipton Team

Photo: Richard Heausler

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# Enthusiasm for Sailing

Bronson Bowling, FS 2321

**B**eginnings, like all things, shall start at the beginning. First, however, I should tell you that what I'm about to share was solicited and is done with some hesitation. I don't consider myself one of the great sailors of our class, nor someone to whom you should look for advice on choosing the correct side of the racecourse, getting the best start, or purchasing that new sail or special gadget. What I do have – and want to share – is enthusiasm.

I think everyone remembers his first experience on a sailboat. Mine was in the late summer near Carnac, France. Arriving at a small, dinghies-only yacht club, I was directed to a changing closet where I donned a skinny-man suit. I forced my body into this undersized dry suit (being self-conscious, I had never worn anything so revealing) with a bizarre metal ring protruding from the chest plate. The boat was some kind of Hobie Cat with a trapeze system. This hook-and-trust system is often used to get crew weight outboard to balance the moment force created with the sails BY CREW *STANDING ON THE SIDE OF THE HULL OVER COLD OCEAN WATER!* Now, dear reader, remember that I was in France. I had studied in high school and knew French on a 2nd-grade level. My friend Oliver, a high school sailor himself, spoke good English but, like me, lacked all vocabulary regarding boats. Basically, it was an exercise in charades. How do you “act out” how to stand on the side of a boat you've never been on?? But I digress. Eventually, I fell off the side of the boat (having been given a healthy shove after being safely secured to the tether). Once the main was sheeted in, the boat accelerated and I could no longer feel the small waves lapping my

back. I was raised away from the cold water as one hull was flown just out of reach of the waves as they stretched for me.

Over the next year, friends of friends gave me opportunities to sail bigger “keel” boats. One such opportunity was a two-day charter of a Delher 39, a beautiful vessel that performed well. My best friends and I created some wonderful memories. I experienced the freedom a large, cruising sailboat provides to one who aspires to world travel and constantly changing horizons. Drifting around the world to the social gatherings, beach potluck dinners, quiet coves, and scenic bustling ports became a dream of mine. At the age of 18, I knew that I wanted to cruise the world. I didn't know the first thing about sailing, really, but I knew I had the dream. So I set out, slowly but surely.

Beginning college always brings change into a young person's life. One thing that did not change was my idea of setting off one day. I read, looked at boats on yachtworld.com, and daydreamed about being old enough to afford one, instead of putting off calculus. I called a boat dealer at Stockton Lake in Missouri and asked if they offered chartered/captained sailboat rides. He directed me instead to look into becoming crew for some racers. Stockton Lake has a surprising number of sailboats, and many skippers were always looking for crew. Hey, racing sailboats was still sailing, right? I was introduced to PHRF (a type of handicap for scoring racing). I discovered very quickly the problems with PHRF, or an open start. Not all boats are capable of pointing toward the wind the same or accelerating the same, and, certainly, not all sailors are the same. Some sailors attended the race for the social aspect and the enjoyment of being on the water. These sailors often

“fouled” boats and often didn't know they had been fouled. I was fortunate to crew with a skipper who was well respected as an “old salt” and savvy as to US sailing knowledge. He told me that the ideal situation was to race in a one-design fleet. He didn't mean that PHRF racing wasn't fun or challenging. But when the only difference between you and the next boat is the human element, the sailor has immediate feedback as to his/her performance. Variables can be isolated more readily (as in “immediately”), rather than comparing (or collecting) time-over-distance data.

After graduating from college and moving to Raleigh, I immediately sought out sailing opportunities and discovered Carolina Sailing Club's Web site. There was a way to contact someone and ask when I could go sailing with them. I had some experience with racing. I understood the countdown concept: simple...don't cross to the windward side of the start line until 5 minutes after the first horn blows; all the other sounds and flags help with the timing and tell you if you're in the right fleet or not. Sail around the buoys without touching them and get back to the start line. It's just like barrel racing! Not super complicated. By beginning to ask more questions about sail trim and boat performance and by helping out, I was invited to crew at a regatta.

I introduced myself to other sailors as the season continued and was always ready to give a hand to clean up after our chili cookouts, set a mast, or just talk boats. Each skipper instructed me based on his particular style, equipment, and rigging. I learned to crew on a number of boats with varied success at both club races and a very memorable travel regatta. I was content to

*Continued On Next Page*

be a crewman and float from boat to boat, wherever crew was needed--that is, until everything changed at a clinic organized by Alan Backus, with Joe Brake (collegiate sailor extraordinaire) hosting. In preparation to run some drills, Joe gave me an opportunity to put a tiller in my hands for the second time ever. I had some sloppy tacks, and it took a little bit of thinking to handle both the mainsheet and the tiller, at first. By the time we began the start

drills, I felt ready. Some I botched, but some I won, and winning those made me feel goood. I knew I had to get my own boat if I wanted more of that kind of thing. I quickly began the search for my own boat.

I think that's why we do this. Racing sailboats is a challenging sport, but it's not unforgiving. It involves a group of people who are social and friendly and, for the most part, enjoy being outside and stay-

ing active. We believe that talking about boats and getting in a few laps around the buoys is a great way to spend a day or a weekend. Racing may not be for everyone. But think about this: how many beginner sailors who race remain beginner sailors? How many poor sailors remain poor sailors if they seek out experienced racers for advice? Who doesn't have a good time at a regatta? Seriously. Come out and see us--Scots on the Water. 🚤

**FSSA** *Continued From Page 7*

For over fifteen years Greta has been sailing and racing the Flying Scot in local, regional, and national events with her husband, Michael. She is a member of the Corinthian Sailing Club in Dallas, Texas, and has



held numerous Board positions, including Commodore. When not sailing the Scot, Greta enjoys bareboat chartering. Michael and Greta have two sailing daughters, Rachel and Molly.

**Executive Secretary – Courtney Waldrup**

Courtney Waldrup is the FSSA Executive Secretary. She graduated from the University of South Carolina with a Bachelor of Arts

degree in Philosophy. She began working at J. Edgar Eubanks, FSSA's management company, in 1995 and officially became the class secretary in 2005. She and her husband have two boys and enjoy outdoor activities and sports. 🚤



PHOTO BY WALTER COOPER

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# STARTING LINE

## Calendar Of Monthly Events

**Hospice  
West Carolina Sailing Club  
Anderson, SC**

**October 22 - 24, 2010**

Info: John Kriedler, jakreidler@  
mindspring.com, 864-228-0443

**Carolina District Championship  
Lake Townsend Yacht Club  
Greensboro, NC**

**October 23 and 24, 2010**

Info: John Hemphill, jmhemphill@  
greensborocollege.edu,  
336-312-0822

**Scot a Lina  
Dixie Sailing Club  
Montgomery, AL**

**October 30 and 31, 2010**

Info: Burl Murphy, bmurphy@  
elmore.rr.com, 334-285-9053

**Turkey Shoot  
Keowee Sailing Club  
Seneca, SC**

**October 30 and 31, 2010**

Info: Sam Secrest, samsecrest@  
yahoo.com, 828-274-4588

**Fall 48**

**Lake Norman Yacht Club  
 Mooresville, NC**

**November 6 and 7, 2010**

Info: Tim Kendall, tim.kendall@  
roadrunner.com, 704-201-6966

**Notice of Race**

**Florida District Championship #2  
Sarasota Sailing Squadron  
Sarasota, FL**

**November 13 and 14, 2010**

Info: www.fssa.com/fldist/  
schedule.htm

**Florida District Championship #3  
The Rudder Club  
Jacksonville, FL**

**December 4 and 5, 2010**

Info: www.fssa.com/fldist/  
schedule.htm

**Visit [www.FSSA.com](http://www.FSSA.com)  
for more  
Starting Line  
events!**



### More About The Cover:

These photos were taken at the Flying Scot Capitol District Championship on June 19 & 20, 2010. The event was held at the Rappahannock River Yacht Club, in Irvington, Va., with a total of 20 boats competing. These photos show two of the boats that were racing – and what is so special is that they are consecutive numbers! They even have the same colors in their spinnakers. This is the first time to our knowledge that these two boats have competed in the same regatta and got to meet each other! The photographer is Paul “Skip” Ferguson from the Rappahannock River Yacht Club.

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(Congratulations to Overall Winners JOHN ARAS and JOHN WAKE)**

### Other 2010 STATES of MADNESS:

North American Challengers Div (MS) – 1, 2  
Great 48 (NC) – 1, 2  
New England Reg. Districts (MA) – 1  
Midwest Districts (MN) – 1, 2, 3  
Saratoga (NY) – 1, 2  
Ohio Districts (OH) – 1  
Deep Creek Women's (MD) – 1  
Crystal Ball (MI) – 1  
Florida District Championship (FL) – 1  
Whale of a Sail (IL) – 1, 2  
Sail for the Grail (PA) – 1, 2  
Massapoag Invitational (MA) – 1, 2, 3  
Ephraim Regatta (WI) – 1, 2, 3  
Egyptian Cup -- 1, 2, 3

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

## 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.

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

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

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## Motor Bracket...

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

## Bow Flotation Bag Kit...

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

## Web Lifting Bridle...

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

## Jiffy Reefing Kit...

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

## Trailex Aluminum Trailer...

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



## Aquameter Sailor II Compass & Mount...

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

## Plastimo Contest Tactical Compass & Mount...

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



## Tacktick Micro Compass & Mount...

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



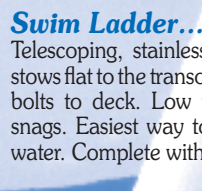
## Stainless Steel Mast Sleeve...

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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**42** - Douglass blt in 1958. Hull #42 needs a good home. Hull is sound, Boat has been partially restored, but still needs work (call for details) I have all the parts needed to finish, incl. a new mast and new sails (North 95/96) No trailer. **Best Reasonable Offer** Located in Jarrettsville, MD. Contact: Charles Wilson, 410-937-4347 C 410-692-6231 (H), myoceman@verizon.net

**296** - Douglass blt in 1961. Good condition, sails, spinnaker, cover, 4 year old trailer. **Call for price.** Located in Dallas, TX, Contact: Charles Campbell, 214-528-9610

**1689** - Customflex blt in 1970. Good condition. White deck, blue hull. Includes mast hinge pin, rebt trailer, 2 mains, jib, spinnaker and compass. **\$2000.** Located in Chatham, MA. Contact: John Morgan, 201-655-9100, ajmorgans2@aol.com

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

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

**2407** - Douglass blt in 1973. Yellow hull w/ light blue deck, dry sailed its entire life. Lots of new parts, upgrades, all new cordage, brand new Schurr Sails, 2 year old Sailor's Tailor cover, extremely lightly used, great condition. Road ready sterling trailer. **\$4500.** Located in Atlanta, GA. Contact: John Federico, 770-619-3013, tenzan@bellsouth.net

**2896** - Douglas blt in 1976. Excellent condition. White deck light blue hull. Two sets of sails, spinnaker, Sailor's Tailor cockpit cover. Motor mount and anchor. Sterling trailer. Sailed for twenty years on Lake Champlain. Winter storage in boathouse. Will deliver w/in 100 mile radius. **\$4500** Located near Essex, NY. Contact:

Julius Surkis, 831-458-1542, jsurkis@sbcglobal.net

**2953** - Douglass blt in 1977. Light blue hull, white deck. Trailer & boat cover, 2 year old North Sails/rolled, plus second older set. Several season 1st places at Piseco Yacht Club. **\$3950** Located in Piseco, NY (or Utica, NY) Contact: Art Withington, 315-796-2685, artwithing@gmail.com

**3156** - Customflex blt in 1978. Blue hull w/ white deck and cockpit. Excellent condition. Dry sailed. Jib, two mains, one w/ reef points, spinnaker and motor mount. Sailor's Tailor mooring cover. Two years old. Pamco trailer w/ good spare. **\$3000.** Located in Sturgeon Bay, WI. Contact: Richard Radell, 262-782-4797, rradell@yahoo.com

**3907** - Douglass blt in 1984. The boat is road ready and race ready. Hull is all white w/ blue waterline. Comes w/ 2 sets of sails (1 set is Schurr sails, 3 years old). Trailer, full mooring cover, floatation bag, lifting bridle and other extras. **\$4250.** Located in Columbus, OH. Contact: David Lonsdale, 614-272-7148, dlonsdale3895@wowway.com

**4170** - Doulgass blt in 1985. Always dry sailed, no bottom paint; updated sails; 2 spinnakers; all in good condition. Trailer included. **\$3500** or BO. Located in Seaside Park, NJ. Contact: Will Seitter, 201-280-6144, wmseitter@verizon.net

**4236** - Douglass blt in 1988. In excellent condition. Sailed on Squam Lake only. Stored Oct to June indoors on trailer. Green & blue spinnaker and rig; bow floatation; tiller extension; green main cover; 2007 Honda outboard, w/ mounting brackets. (seldom used) Paddle, anchor, boat hook, etc. White hull, green pin stripe. **\$5500** Located in Gladwyne, PA. Contact: Ray Scott, 610-645-8767, parryscott@comcast.net

**4369** - Douglass blt in 1987. Excellent condition. Many old sails in good condition, different made brands. (Main-jib-Spinnaker) gal-

vanized trailer, the boat have many extras. **\$5000.** Located in Easton, PA. Contact: Laszlo Viemann, 610-252-6656, lviemann@verizon.net

**4497** - Douglass blt in 1988. Race Ready, white bottom and top w/ gray stripe. Set of 2007 North Sails; 2 sets of older sails. New 2010 mooring cover. Includes trailer, bottom cover and travel gear. **Call for price.** Located in Dallas, TX. Contact: Tom Watkins, 214-632-1751, twatkins@chartwellpartners.com

**4543** - Douglass blt in 1989. Custom painted red hull, white deck/bootstripe. 2 sets sails, very lightly used North racing sails - Main, jib, spinnaker. Spinnaker never used. Schurr main/jib, Ronstan tiller extension, TackTick Micro Compass. Lifting bridle. Stored 4 years. TeeNee galvanized trailer, motor mount. Sailors Tailor mooring cover. **\$8200.** Located in Farmington, MI. Contact: Paul Morrison, 248-996-2161, pfmorrison@aol.com

**4545** - Douglass blt in 1989. Gray bottom, white deck, Norths used in four regattas, upgraded lines, North cover, new mast, safety gear, trailer. Proven record; One National & 2 Mid Winter's titles. Delivery possible. **\$8900.** Located in Kansas City, MO. Contact: Ted Lischer, 816-803-3920, tedlischer@kc.rr.com

**4688** - Flying Scot blt in 1990. Good condition. White hull/deck w/blue trim, dry sailed, Nexus bulkhead compass and other accessories. 2 full sets of sails and spinnakers. Hercules galvanized trailer. Mooring & Sail cover included. **Asking \$7200.** Located in Toms River, NJ. Contact: Dale Frierie, 732-539-2364, westouter@comcast.net

**4939** - Flying Scot blt in 1993. Race rigged, all-white deck, hull and waterline. Two sets of Sails (North; one set only used 3 times) 2 Spinnakers (1 North, 1 new Ullman, Ullman used 3 times); full north cover (cover has a season left in it), trailer. **\$9000.** Located in Edgewater, MD. Contact: Ron Morgenstern,

703-930-5469, ronmorgenstern@mindspring.com

**5135** - Flying Scot blt in 1997. Excellent condition, very light use and dry sailed-fresh water only. Race rigged, white deck and hull; blue waterline, North Sails/Spinnaker; both full and cockpit covers, compass, new cordage, tiller extension. **\$8900.** Located in Raleigh, NC, David Stanhope, 919-400-7654, MrChefDave@mac.com

**5179** - Flying Scot blt in 1998. White w/blue trim. Racing pkg. Mach Main Sail & Jib. New set of Gus Sails. North Spinnaker. Road worthy galvanized trailer, rudder lift system, bow bag. Ready to race this season! Dry sailed. Great boat in racing. Contact: Dave Asaibene, 772-341-4046, MrChefDave@mac.com

**5244** - Flying Scot blt in 1999. White deck, blue hull, Schurr sails, spinnaker w/pole, new full skirted cover, cockpit cover, motor mount, swim ladder, lifting bridle, anchor, tiller extension, rudder bag, tiller bag, storage hammocks, extra misc. Sheet & hardware, 1999 TrailEx Alum. trailer. **\$9500.** Located in Avalon, NJ. Contact: Stuart Friedman, 609-967-7575, sefmgmt@aol.com

**5298** - Flying Scot blt in 2000. Excellent condition, always garage kept. Race rigged, white deck and hull; blue waterline, North Sails/Spinnaker; full cover for boat & rudder, TrailEx Alum. trailer, anchor. Seldom used by the previous owner and used it only a few times in the past year. **\$13,500.** Located in Oklahoma City, OK. Contact: Craig Summers, 405-397-9991, gregg@cws-inc.net

**5303** - Flying Scot blt in 2000. Barely used / kept on a lift and dry store for winter. Blue hull white deck. Includes 2 older sets of sails & cover. Purchased new in 2000 w/ a Long Trailer. One owner. Willing to move to Charlotte, NC for a fee. **\$9500** or reasonable offer. Located in Chautauqua, NY. Contact: Gregg Antemann, 704-408-1683, gregg@cws-inc.net

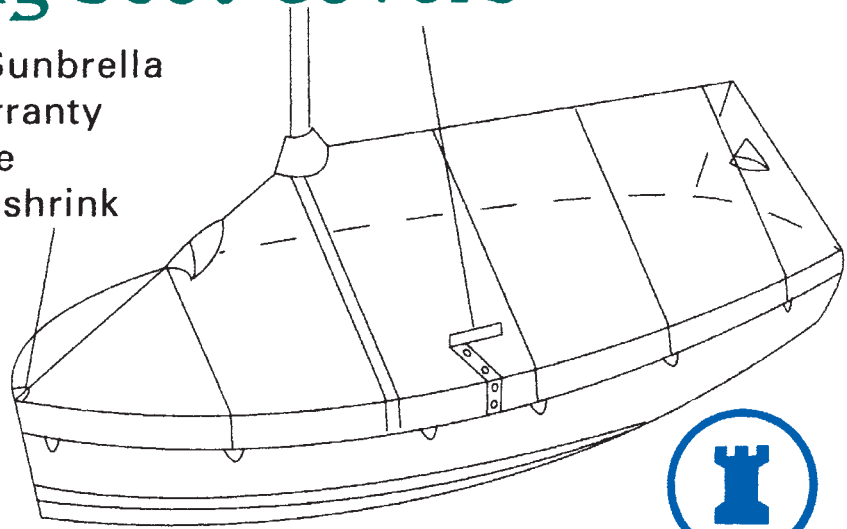
Continued on page 21

# Acrylic Flying Scot Covers

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Cover has a tent-like fit  
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## Options

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

## Prices

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

## 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
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Alexandria, VA 22302

### Boat #: 5911 / Fleet #: 0

Keith Taylor  
460 Leon Drive  
Fort Ashley, WV 26719

### Boat #: 3780 / Fleet #: 97

Paul Lall  
7000 Wilson Ln  
Bethesda, MD 20817

## Carolinas District

### Boat #: 4088 / Fleet #: 0

Chris Herman  
1896 Meadowbrook Dr  
Winston Salem, NC 27104

### Boat #: A048 / Fleet #: 0

Bryan Sherbacow  
4 George St  
Charleston, SC 29401

### Boat #: 3211 / Fleet #: 48

Joseph Lux  
2225 Hawkins St, #183  
Charlotte, NC 28203

### Boat #: 3853 / Fleet #: 126

Bob Hoffman  
1480 Benbow St  
Winston-Salem, NC 27106

### Boat #: 5136 / Fleet #: 158

Bud Buckwell  
817 Valhalla Dr  
Columbia, SC 29229

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Dennis Peck  
19246 Palmdale Ct  
Port Charlotte, FL 33948

### Boat #: C0812 / Fleet #: 90

Larry Ames  
8480 SW 140 St  
Palmetto Bay, FL 33158

### Boat #: C0812 / Fleet #: 90

Charles White  
6703 N Kendall Dr, #410  
Pinecrest, FL 33156

### Boat #: 5239 / Fleet #: 150

Edwin Beaupre  
321 Raintree Dr  
Casselberry, FL 32707

### Boat #: 0038 / Fleet #: 198

Robert Vint  
2144 Harbour Dr  
Punta Gorda, FL 33983

## Greater New York District

### Boat #: A054 / Fleet #: 0

Hampton Smith  
44 Bay Ave  
East Moriches, NY 11940

### Boat #: B039 / Fleet #: 0

John Zambriski  
415 Erie St  
Holbrook, NY 11741

### Boat #: 3738 / Fleet #: 175

Michael DiSario  
40 Bay Ave  
East Moriches, NY 11940

### Boat #: B037 / Fleet #: 177

Lynne Petrocelli  
74 Mountain Rd  
Ridgefield, CT 06877

## Gulf District

### Boat #: 4377 / Fleet #: 0

David Hackney  
3728 Keswick Cir  
Birmingham, AL 35242

### Boat #: 2609 / Fleet #: 0

Michael Johns  
2820 Shannon Dr  
Tuscaloosa, AL 35404

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204 Rue Jonathan  
Slidell, LA 70461

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Jackson Yacht Club  
700 Yacht Club Dr.  
Ridgeland, MS 39157-3038

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Sandra R. Rubie  
6942 Delta River Drive  
Lansing, MI 48906

## Midwestern District

### Boat #: 0530 / Fleet #: 0

Mark Wyco  
1109 Woodbury Ln, Unit D1  
Wheeling, IL 60090

## New England District

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Michael Heffernan  
14 Robin Rd  
Norfolk, MA 02056

### Boat #: A049 / Fleet #: 0

Quinn Howes  
PO Box 247 101 Lake Dr  
South Orleans, MA 02662

### Boat #: 1058 / Fleet #: 0

Douglas Karlson  
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Harwich Port, MA 02646

### Boat #: 3318 / Fleet #: 0

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Franklin, MA 02038

### Boat #: 3088 / Fleet #: 57

Roland Lemay  
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Harwich Port, MA 02646

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Anderson, OH 45230

### Boat #: 5960 / Fleet #: 0

Carolyn Yonka  
1807 Robson Drive  
Pittsburgh, PA 15241

## Pacific District

### Boat #: B033 / Fleet #: 0

Andrew Fairchok  
12816 135th Ave Court E  
South Hill, WA 98374

### Boat #: 3640 / Fleet #: 40

Tom Nemeth  
151 Mountain Ave  
Piedmont, CA 94611

## Prairie District

### Boat #: B040 / Fleet #: 0

Brad Gerstner  
PO Box 24344  
Shawnee Mission, KS 66293

## CAVEAT EMPTOR

**5393** - Flying Scot blt in 2001. Used 5 summers, includes 2 sails, cockpit cover, outboard motor bracket, hinged mast, original galvanized trailer. Great condition. **\$9500**. Located Smith Pt, Long Island, NY. Contact: Eugene Cannava, 631-281-0069 212-242-0864, dkd35@verizon.net

**5455** - Flying Scot blt in 2002. Excellent, racing package, 2 sets of sails, one used 3 times. White hull, blue water line. Alum. trailer. Cover. Fast boat, everything you need to win. **\$10,500**. Located in Palmetto, FL. Contact: John Marcin, 941-729-8228, jmarcin@tampabay.rr.com

**5538** - Flying Scot blt in 2003. Race rigged, complete mooring and trailer covers, rudder bag, Spinnaker and pole, new alum. trailer, Schurr Sails. **SOLD** ready to pick up. **\$12,500**. Located in Palm Beach, FL. Contact: Adam Parker, 561-844-0206, adamparker@sailfishclub.com

**5612** - Flying Scot blt in 2005. Purchased new. Approx. 75 hours

of use since new. Stored on boat lift & inside during winter months. Galvanized trailer. All like-new condition. **\$9800** - Located in Bethany Beach, DE 4HP motor available at add'l cost. Contact: Fred Meckley, 570-847-9333, fmeckley@tds.net

**5667** - Flying Scot blt in 2006. 50th Anniversary edition Scot, white hull w/ dark blue stripe and light blue deck. Lots of extras! **Make me an offer**. Located in Liberty Hill, SC. Contact: Albert Webster, 803-669-1531, albert.websters@live.com

**5668** - Flying Scot built in 2006. Regatta blue w/ Shurr sails and remarkable tri-radial spinnaker, cockpit cover, North trailing cover, Trailex alum. trailer w/ spare tire and lock. Swim ladder, outboard bracket w/ 2hp Honda, tiller extension, rudder lift system, jiffy reefing and mast flotation panel. **\$13,000**. Located in Sunapee, NH. Contact: Don Weatherston, 603-763-4311, ert@rvblaw.com

**5693** - Flying Scot blt in 2006. Std race package. White hull, blue trim. Alum.

trailer w/ spare & lock, cockpit cover, rudder lift system, mainsail floatation, motor mount, swim ladder and grab rail. New North main and jib 2009. New Schurr spinnaker 2009. Excellent condition, dry sailed, kept on lift. **\$13,000**. Located near Stuart, FL. Contact: Alan Posner, 772-463-0495, alan@aposner.net

**5729** - Flying Scot blt in 2007. Hardly used pristine condition. White hull / deck. Radical racing package, 2 sets of North Sails (one almost new), 2 spinnakers, flotation, swim ladder, lightweight trailer, full boat covers. **\$16,000** Located in Mamaroneck, NY. Contact: Eliot Clauss, 917-517-0338, ert@rvblaw.com

**5758** - Flying Scot blt in 2007. Std race package, white hull/deck, dark blue waterline, red trim, mahogany centerboard cap, bottom paint, Schurr sails, spinnaker, boom vang, cunningham, cockpit cvr, full cover, swim ladder, motor mount, trailer w/ spare, paddles, dry sailed only. Ex. cond. **\$14,000**. Located in Wolcott, CT. Contact: Paul Chartier, 203-879-4141, pchartier@mossberg.com

**5795** - Flying Scot blt in 2008. 50th Anniversary model. Family package. White hull, gray deck, w/ black waterline and trim stripes. Varnished mahogany centerboard cap. Extras: Trailex alum. trailer w/nosewheel and spare, bottom paint, large blue cockpit cover, lifting bridle, centerboard swivel cleat, Ronstan tiller extension. Mostly dry sailed. Stored indoors off season. Beautiful boat lightly used. **\$15,100** Located Southern New Hampshire, Contact: Jack Murphy, 603-924-7482, jo@jocko.mv.com

**5868** - Flying Scot blt in 2009. Like new. White deck/hull, dark blue waterline and trim stripes, varnished mahogany centerboard cap. Radical race package. Trailex alum. trailer, spare tire. North trailing and mast covers. Motor bracket, swim ladder, grab rail, mainsail floatation, TackTic compass. **\$16,500**. Located in Wisconsin. Contact: Craig Rawlins, 312-623-1514, craigrawlins1@comcast.net



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