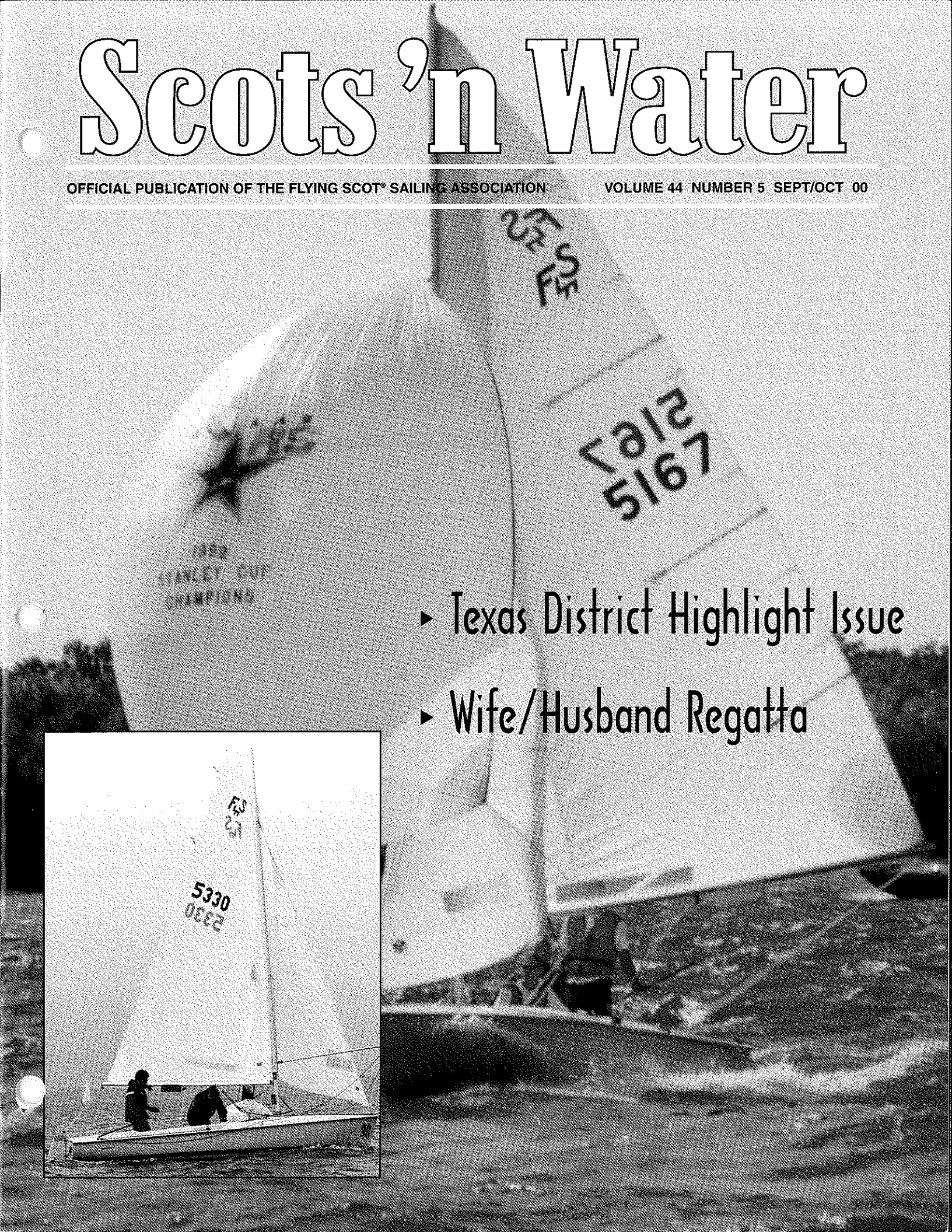


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 44 NUMBER 5 SEPT/OCT 00

- ▶ Texas District Highlight Issue
- ▶ Wife/Husband Regatta



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Photo by Bill Hillman



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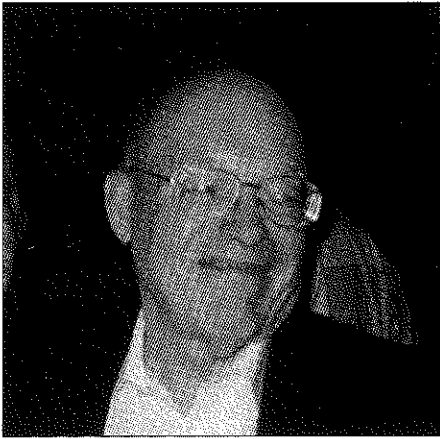
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On the Cover: Texas Highlight Issue, Wife-Husband Results



From the President

by Jim Harris, FS 4296

by having experienced crew acting as crew-coaches. The fleet also sails during the week in addition to weekends.

FLEET 80 – LAKE ARTHUR

Submitted by Bob Gelman

This fleet runs a learn-to-sail program during the spring. For safety, they have fleet members trained as Red Cross instructors. They also play interesting games during fleet meetings. One involves toy boats and a gutter trough. You'll have to ask Dan Goldberg about the rules!

FLEET 30 – HOOVER RESERVOIR

Submitted by Susie Stombaugh

Susie encourages going to regattas by doing it. In one year, she and Tim sailed in 10 regattas and covered 4,780 miles. To encourage fleet racing and regatta attendance, they count out-of-town regattas as throw-outs for club races. (Fleet 83 also does this.)

FLEET 83 – CARLYLE SAILING ASSOCIATION

Submitted by Bill Clark

The CSA Scots host as many regattas as the fleet can staff, including the NAC's, Wife-Husband, Districts and their annual Egyptian Cup. Off-season fleet meetings have fun agendas & Bill Clark invites outsiders who may be interested in a Scot. Fleet members loan boats to, and help staff, the club's adult learn-to-sail program. The fleet organizes picnic day-sails, capsizing drills and spinnaker instruction for non-racing sailors. Special trophies are awarded annually by the fleet to their "B" fleet racers, who sometimes seem to have more fun on the racecourse than the top winners.

I'm sure there are many more great ideas out there. If you have programs or ideas you would like to share, please email Jack McClurkin or me. Perhaps we can have a follow-up article.

In my past two years as Vice-President of FSSA, I had two responsibilities: International Race Officer and Judge of the Fleet of the Year award. Through the latter job, I learned of many wonderful ideas developed by fleets around the country. These ideas promote fleet-building, encourage sailing – both racing and non-racing, improve skills, and maintain interest during the non-sailing season. Here are a few highlights.

FLEET 161 - SARATOGA, LAKE

Submitted by Emmett McCarthy

Saratoga has a program for experienced boat owners to crew for others as coaches. Others could expand this idea

**Check out the
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for all your
holiday gift ideas!**

**There are some great items
for sale, including a
new addition this month...**

***Sixty Years Behind the Mast*
by Sandy Douglass**

In Memorium

Richard "Dick" Russell

Richard "Dick" Russell, 63, passed away Saturday, July 15, 2000, in Jacksonville, Florida. Dick was a resident of Miami for 23 years before moving to Pine Island, Florida, with his wife Sally in 1993. Dick was an Eagle Scout, a 1959 graduate of the United States Naval Academy, a naval aviator, a pilot for Braniff Airways for 23 years, and a life member of Coconut Grove Sailing Club.

Dick was the founder of Miami Flying Scot Fleet 90 in 1970 with Sy Bloom and Terry Buck, and served as the first fleet captain. Dick was responsible for the rapid Scot growth in the area, and in 1973 was instrumental in the separation of the Florida Flying Scot District from the Gulf District. The new district extended from Jacksonville to Key West.

Dick and Sally each sailed a Flying Scot, #81 and #3505 respectively, with one of their twin sons, Ray and Ron. #81 is now being sailed quite competently by son, Ray.

Letter from the Gov'na

by Joni Seifrick

Hello Friends and Sailors from Texas! I have been the Governor for two years now, and definitely have room to improve. My District has given me another chance to serve, and I cannot tell you how thankful I am for this opportunity! Our fleet is probably 90% of the Texas District. We have a small fleet in the Houston area, a fleet in the Wichita Falls area and a growing fleet at Lake Canyon, in the Hill Country of Texas. We hosted the Districts this year and also hosted the Special Olympics competition. We are currently working to hold our annual Open House Regatta on October 21st and 22nd.

It is my honor to announce to the class that Kelly and Heidi Gough are now the proud parents of Kevin Joseph Gough, born on August 26th, 1999. Kelly and Heidi adopted Kevin and their family is a joy to us all. Kevin has already been sailing, and has a lovely collection of sailing stories that he will tell, as soon as he says more than "Da!". Along with this very happy news, I must also tell you of Kelly's mom, Carol. Carol passed away on October 19, 1999 after a long fight against breast cancer. She had but a short time to get to know Kevin, but she did enjoy seeing Kelly as a dad. We'll miss her a lot.

We are also very proud of Pat and Allison's son, Michael Manicchia. He recently graduated from the Naval Academy and

is going to Pensacola for flight school after competing in several regattas with the Naval Sailing Team. My dad, Jack, who recently retired, actually sailed in the Special Olympics Regatta last month! It was very fun to see him on the boat again, after a long absence. We haven't seen Bill and Millie McVey for a while, they are too busy travelling to stop by at a regatta lately. They now have six members in our rapidly growing Lake Canyon fleet.

Jeff Perna was lucky enough to marry Carolyn Barber on a lovely evening on the beach in Hawaii. They returned to Dallas for a huge celebration at the club for everyone to enjoy. Michael and Greta Mittman had a baby girl, Rachel Dina Mittman, weighing in at 8 lbs. 7 oz, on August 12, 2000. Everyone is doing great. Greta also participated in the Adam's Cup this year. Scott Mauney is our newest Flying Scot dealer in the Texas District and has been selling many boats.

The rest of us are doing well here in Dallas. There are always people on the dock telling lies, and exaggerations. We would love to have people come down for the Open House regatta that we hold every October. I also want to encourage you to come and sail with us any weekend of the year, on White Rock Lake in Dallas, Texas.

Starting Routine

by Kelly Gough

As most sailors know, the start is the most important part of any race. A good start can give you clear air, a great view of windshifts, and the option of tacking when you want.

The first thing I do is to try to get to the race course about 20-25 minutes before the start. This allows me time to go upwind, check my boat set-up and look at the course for windshifts and puffs. Before I ever look at the starting line, I'll go upwind to determine which side of the course is favored. Determining the favored side of the course upwind helps determine the favored side of the starting line. If the leeward end of the line is favored but the right side of the course is where I want to be, then it makes more sense to start in the middle of the line. Starting at the pin would prevent me from getting to the right side since I would have to cross the whole fleet.

After I have decided which side is favored for the first boat, I determine where on the line I want to start. Generally, I divide the starting line into thirds; leeward, middle and windward. I begin with going head-to-wind in the middle of the line. This allows me to look at the favored end and also to see if the weather mark is straight upwind. Knowing if the weather mark is set to one side of the race course or another can effect where

I want to start. If the weather mark is off to the right side of the course, then starting at the leeward end can put me quickly on the port layline. This limits playing the shifts.

I now go to the leeward starting mark, go head-to-wind, and sight down the starting line to the committee boat. Sighting the line from the leeward end is what I consider to be the best gauge of which end is favored and where I decide where I will start that race. Here, I'm comparing the angle of the boat relative to the starting line. This confirms the placement on the line that I'm going to start.

One of the key things I've learned through experience is that I don't have to have THE perfect position on the line to do well in a race. I have always preferred clear air near the favored end as opposed to having to tack out because you did not get the perfect start at the favored end.

The finale part of my routine and by far the strangest, is going head to wind before the blue shape and backing the boat up by pushing out on the main. This gives me assurance that I have not picked up any weeds or sticks on the centerboard or rudder. This is what I think everyone considers to be the weirdest part of my starting sequence, but it clears my mind and gets me ready to race.

It's Not All Sailing at the 1999 Flying Scot Nationals

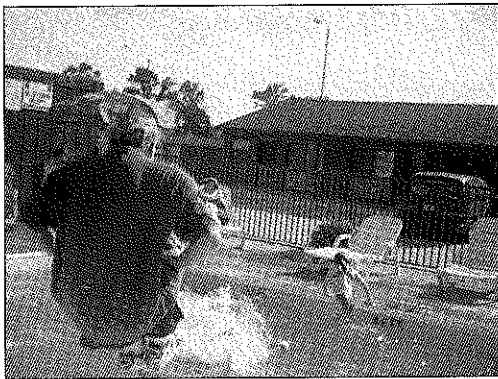
After a golf outing during the 1999 NAC's at Lake Carlyle, cooling off became another hot competition as the chilling shouts of "Cannonball!" rang through the air.



Heidi Gough started "the ball" rolling



G.W. Hartman



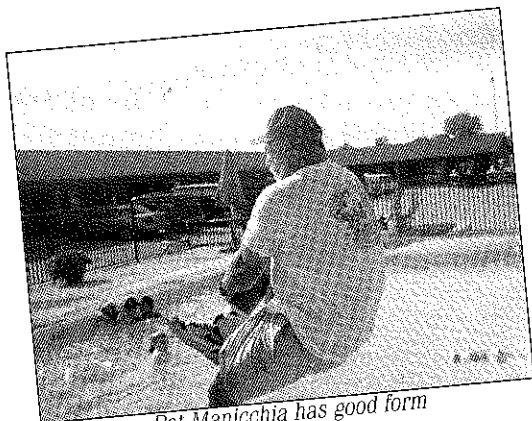
Greg Fisher cannonball



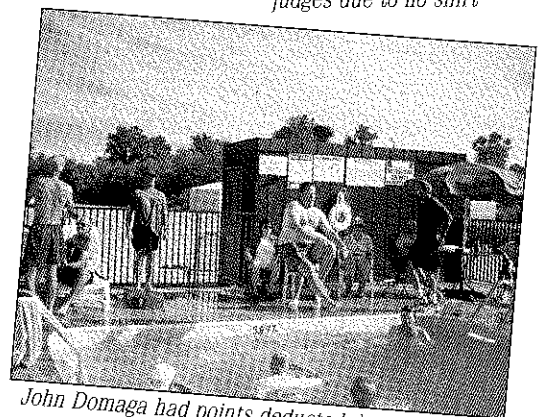
Joni Seifrick helped with refreshments



Roland Foerster received an "8" from scoring judges due to no shirt



Pat Manicchia has good form



John Domaga had points deducted due to the fact that he had a swimming suit on and no shoes

Special Olympics

by Joni Seifrick

Scott Mauney first became involved with the Special Olympics through a university student at Texas A&M that had participated with cycling events. He started to practice with Bryan Barnett, an experienced equestrian competitor, and became the representative team from Texas to travel to the International Special Olympics in Raleigh, North Carolina, June 26th - July 4th, 1999. They were the only team in Texas at the time, so it was a straight shoot to the International games. The scope of the event was overwhelming. There were approximately 7,000 athletes from 150 countries competing in many different fields of competition. The sailing event was held at the Teddy Turner sailing center, St. Mary's College. There were about 80 different teams sailing in Flying Juniors and Hobie Catamarans. Scott and Bryan finished with a Bronze in Division I sailing Flying Juniors.

When Scott returned from the Nationals event, Steve Barnett, (Bryan's dad), and Scott were intent on having a Special Olympics of Texas State Competition. I would organize the event, with Renee Comen, and Natalie Mauney to help me. After I signed on Bob Gough to be the PRO, I started contacting the Special Olympics personnel, and the event really created itself. Our fleet was into this from the beginning, and the list of volunteers was huge.

I need to take this opportunity to thank the supporters of our event. The first person I called was Karen Carpenter from Flying Scot, Inc. She donated hats, key rings, and several other Flying Scot give-away prizes. Greg Fisher sent some really cool notebook-like binders from North Sails, and Steve Bellows sent us some famous yellow bags from Schurr Sails. We raffled these items off to support the regatta and used them as trophies, and I



cannot tell you how popular the items were. We raised enough money to cover our expenses, and along with some budget money from Special Olympics for new sports, and a few donations, we came out of this event flush. Thank you all, very much, we appreciate your generosity and support.

The event happened Saturday, May 21, and was an enormous success. People who don't sail much anymore participated alongside of several competitive weekly sailors. We had a light breeze, sunny skies, and about 80 degrees in weather to work with. No "Walls-o-wind" were predicted." and the committee and regatta



Continued from page 7

staff were well organized. This was truly a perfect day for the event. Our fleet skippers were considered "Unified Partners" and donated training time, a boat, sails and skippered the races without spinnakers. The athletes controlled the jib and participated in all races. Several of the athletes had never sailed before, and were very enthusiastic learners.



We had three 45 minute races and lunch and finished by 4:00 pm. The athletes were that special kind of "worn-out" that we all know after finishing a regatta, and did not hesitate a moment to begin to plan for next year! We plan to continue to support this event as a fleet, and hope that it will grow and diversify to include many special athletes in the future.

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WOW: Women on Water in Texas

by Tracy Aber

When the 1999 Texas Sailing Association round of the US Sailing's Adam's Cup competition was sailed in Flying Scots, Fleet 23 wanted to field as many teams as possible. Women volunteering to crew were plentiful, but women skippers were scarce. The Women's Racing Program was born from the incredible journey one of our female fleet members made in her transition from crew to skipper in a mere 28 days.

The program is sponsored by the Corinthian Sailing Club on White Rock Lake in the heart of Dallas, Texas. The program is in its second year and has become part of the newly formed CSC Carol Gough Sailing Education Foundation, appropriately named in memory of one of the club's respected female racers. The program is run primarily out of the CSC using borrowed Flying Scots and club Lasers and Sunfish. In the first year, several field trips to other clubs were incorporated into the program to give our women experience in sailing different types of boats and on different lakes. Through these field trips and the Adam's Cup competitions the past



two years, relationships among area clubs have strengthened. As a direct result of this, 50% of this year's participants are from clubs other than CSC.

The program's intent is not to move all women from crew to skipper, but to provide a fun, safe, low pressure environment to increase the confidence and enhance the racing abilities of female skippers. The women have found this program allows them to go beyond their

comfort level and have the freedom to make mistakes without serious consequences. They know that the rescue boat and coaches are always there to help. The traditional teaching method of "here take the helm" on Sunday races followed by lots of screaming and yelling that some people claim to be coaching is not the most effective way for women to learn. Nor do women find it enjoyable to learn or advance racing and boat-handling skills in the midst of the competitive racers on our lake. Being a new skipper on the starting line or mark roundings with more than 15 Scots is not the time to learn about starting strategies or rounding rules.

The program runs for eight four-hour sessions. The primary focus is on giving the women as much time at the helm in various boats and wind conditions as possible. Coaching methods include discussions and on-the-water instruction. On-the-dock instructors cover topics such as racing theory, rules, strategies, and boat handling. This is followed by a variety of teaching techniques on the water, ranging from on-board coaches



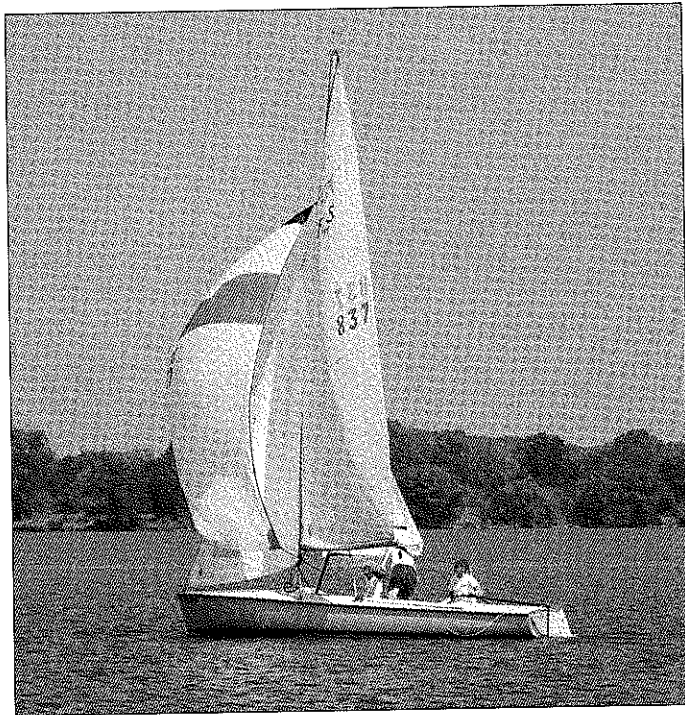
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and sailing drills to coaching from a near-by rescue boat for starting drills and racing short courses.

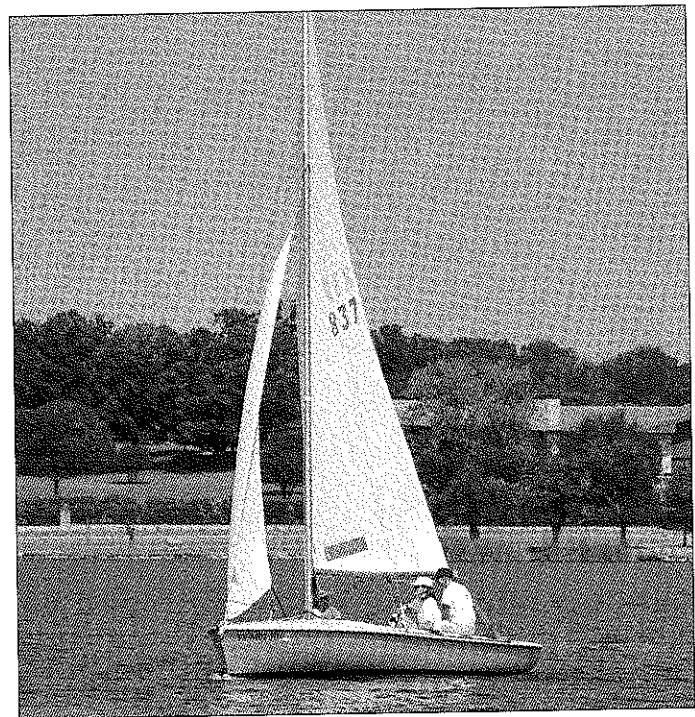
Participants, coaches, and observers often remark of the progress that the women have made in both skill and confidence. The women are more willing and able to take on new challenges like the Adam's Cup competition or even the Sunday FS racing series. One particularly windy Saturday morning as white caps covered the lake, the women of the WRP refused to "chicken out" and bravely raced in Lasers while another fleet at the club canceled their Saturday races. One of the female crew members from this fleet remarked on how impressed she was that "the Ladies" went out when they did not.

Women report that they love the supportive atmosphere of the program and enjoy the low-key coaching. They feel free to try new things and make mistakes without the cutthroat compe-



tition (read yelling and screaming) they have experienced as new skippers in other environments. Egos, judgment, and criticism are always left on the dock. By having more helm time, the women now choose their role on the boat (and many still want to crew) instead of just crewing because they are not comfortable in the back of the boat. Even those who prefer to crew are thrilled (as are their skippers) that their crewing abilities have improved through the knowledge they gained at the helm.

One additional benefit of the all-women program is the camaraderie the participants have experienced. EVERYONE helps each other and enjoys the experience with a group of their peers. The difference between the way women and men approach learning can be demonstrated by the fact that the women apologize when they violate a rule (most often due to a recent loss of control of their boat). Our wonderful male and



female coaches report having had more than a chuckle or two when they hear "I'm sorry!", "I'll do my 720", or "You're clear, I'll give you room", when one female skipper fouls another.

And speaking of coaches, we've had the best instructors and coaches anyone could ask for. The assistance and commitment from the members of Fleet 23, other CSC sailors, and our friends (guest instructors) from other clubs, has been overwhelming. They have volunteered their time, shared knowledge unselfishly, loaned their boats, and rescued many a capsized boat. What more can we say but Thank You! All of this would not have been possible without the incredible support of our dear Fleet 23 and CSC!



What is a Nice Guy Like Me Doing in a Fleet Like This?

by Phil Morris

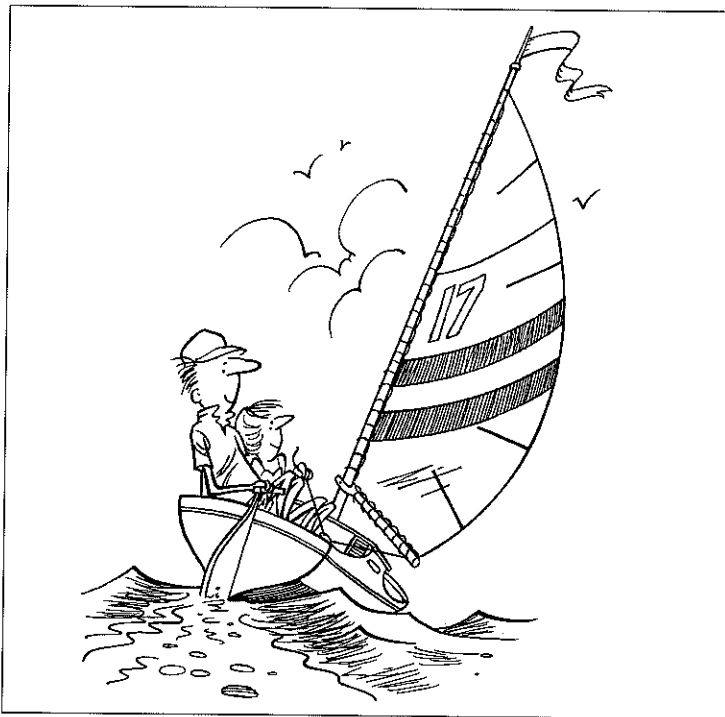
Back in my college days I was bitten by the sailing bug. It was a little cheap bug that bit, a 12' Snark sailboat I picked up from the sporting goods department of the Hixson, TN Sears store where I was working. It was the end of the season and the display model was a bargain I just couldn't resist. I read the six paragraph flyer on how to sail and car-topped that boat to Lake Chickamauga every chance I got, even cutting classes if the weather was really nice. Hand launching from the public ramp and mostly reaching back and forth across the lake, I was in heaven. Sunburns, frequent capsizes, out of control jibes, I loved it all. One day, I vowed, I would have one of those big, beautiful boats I saw on the lake, something big enough to sleep on and maybe sail away...

Twenty years later the bug spoke to me. "Hey buddy, you aren't getting any younger, when ya gonna get that boat?" Good question. I visited the various yacht and sailing clubs in the Dallas area and decided the location of the Corinthian Sailing Club couldn't be beat. At fifteen minutes from the house and ten from the office, I could even stop by for a sail after work. Now for a boat.

My dreams had changed a bit over the years. The maintenance, hassles and expense of owning a cruising boat no longer appealed to me. Something fun, something low maintenance, something comfortable, something affordable, that would be the ticket.

I had been warned fair and square by guys I met on the docks. "Those Flying

Scot sailors are a bad bunch. They are too competitive. They scream at mark roundings. A real cutthroat bunch of pirates they are for sure," I was told. "You and your wife look like nice folks. Maybe one of these nice Rebels or Lightnings would be best." One ride in the comfortable seats of a Flying Scot,



feeling the boat power up under that big main, and the decision was made. There would be no squatting in a nest of control lines or boom ducking for us. We bought a Scot.

It didn't take long to get the first taste of the evil that is Fleet 23. It was my second fleet race. Nat Wells was on the tiller with me crewing. The wind was blowing about 18. We hit near the pin end of the line at the horn and got a good start, both of us were hiking hard to flatten the boat. Nat sheeted in. The main halyard broke. The main fell down. Nat fell out. I emerged from under the sail to find the two leaders, Richard Wade and

Kelly Gough had pulled out of the race, circling our boat to make sure we were OK. How brutal!

A few months later my wife, Teresa and I were at the Open House Regatta. Being new, we were looking for crewing opportunities. Ed Lockey pulled himself out of the competition and volunteered the use of his boat and himself as coach so I could helm and we could sail in the Challenger Division. Unbelievable!

Fast forward to our first major event on our own, the State Fair Regatta. Teresa and I were close reaching under spinnaker. A big puff hit and we were powered beyond my abilities and experience level, capsizing the boat and burying the mast in the mud. During the long slow tow back, I was dreading the extensive clean up work ahead of me only to find Red Dog Jones and others had already thoroughly washed and rolled my sails. Really ugly!

A short time later, Teresa and I were sailing past the clubhouse on our way to the starting line when we were hailed by Kelly Gough who had just driven in from winning the FS Nationals. Kelly jumped in the boat and raced with us, just to give us some pointers. What a cutthroat!

Space and poor memory prevent me from recounting all the many, many times members of Fleet 23 have come to our aid with help, advice and encouragement. We have even grown accustomed to the peg-legs, hooks, and black eye patches. I tell ya, a finer bunch of pirates can't be found. Yes, Fleet 23 is competitive for sure, but hey, it is FUN to scream at mark roundings.

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Flying Scot Wife-Husband Championship

Saratoga Lake, NY

June 24-25, 2000

by Ann and Peter Seidman

The Flying Scot Wife-Husband Championship was hosted by Fleet 161 and the Saratoga Lake Sailing Club on June 24-25, 2000. Thirty four Scots competed in three divisions. Six Flying Scot Districts and 19 Fleets were represented.

The weekend weather, by not really cooperating, did not allow the maximum wind strength guidelines to be used. Saturday began with a postponement. The wind seemed to be trying to fill in, but then would go away again. The sailing area of the Lake allowed everyone to wait on shore, rather than bobbing in the water. By a little before 3 PM, races were abandoned for the day. This allowed the beer tasting from our local Ten Springs Brewery and the cocktail party/dinner to start earlier. A number of people said "if you are not going to sail, Saratoga is the best place to do it."

Sunday seemed almost a repeat of Saturday's winds. The first race started in about 16 to 18 mph winds. During the end of the second race, the winds seemed to calm down a bit, but then built during the third race to 20 or more, with constant gusts of 22-24, and some to 30 mph. The race committee first shortened and then abandoned the race.

Trophies were awarded to the first six places in the Championship and Challenger Divisions, and to the first two

places in the Old Salts Division. Trophies, as befitting the Wife-Husband regatta, were folding loveseats embroidered with the regatta logo. Perpetual trophies were awarded as follows:

Susan and John Clark won both the Charlotte and Greg Fisher Trophy for Championship First Place and the Bob Penticoff Memorial Trophy for the highest finishing first time participants in the Wife-Husband Championship.

Eileen and Bill Ewing won the Eric and Mary Ammann Trophy for Century First Place, again.

Gina and John Lindahl won the Cal and Anita Hudson Trophy for Challenger First Place. This is a continuation of a family tradition: Gina's parents, Tony and Regina DeResta, won this trophy in 1995.

Special awards of wife- husband candles were awarded to:

- Barbara and Don Griffin - oldest couple.
- Nancy and Frank Riefenhauser - longest married.
- Ann and Paul Jon Patin - most recently married.
- Susie and Tim Stombaugh - highest finishing husband to realize his wife should skipper.

Continued on page 12

Championship Division

PLACE	SKIPPER	CREW	SAIL #	RACE1	RACE2	TOTAL
1	John Clark	Susan Clark	4499	1	2	3
2	Harry Carpenter	Karen Carpenter	5248	2	4	6
3	Ira Cohen	Kathy Cohen	5252	3	3	6
4	Bill Ewing	Eileen Ewing	5246	10	1	11
5	Paul Jon Patin	Ann Patin	4969	6	5	11
6	Anthony DiResta	Regina DiResta	4938	5	6	11
7	Ryan Malmgren	Kimber Malmgren	2922	4	8	12
8	Chris Rotunno	Jeanne Rotunno	3991	8	9	17
9	Susie Stombaugh	Tim Stombaugh	2162	7	11	18
10	Iay McNeff	Leila McNeff	1261	12	7	19
11	John Luard	Toni Gahn	4240	9	10	19
12	Richard Newell Jr.	Susan Hauser	5050	11	15	26
13	Donald Griffin	Barbara Griffin	2259	13	15	28
14	Jim Cavanagh	Nora Cavanagh	6	15	15	30

Challenger Division

PLACE	SKIPPER	CREW	SAIL #	RACE1	RACE2	TOTAL
1	John Lindahl	Gina Lindahl	3805	1	1	2
2	Jim Brown	Myra Brown	4647	4	2	6
3	Paul Waterfield	Shirley Waterfield	3857	5	3	8
4	Greg Kampf	Diane Kampf	5157	2	8	10
5	Robert Hamlin	Barbara Hamlin	3211	7	4	11
6	Peter Seidman	Ann Seidman	4254	6	7	13
7	Jackie Cattanach	Bruce Cattanach	3817	10	6	16
8	Dave Gillingham	Beth Gillingham	4947	12	5	17
9	Douglas Funsch	Nanette Funsch	1635	8	10	18
10	Bruce Pumphrey	Angela Pumphrey	3956	11	9	20
11	Jim Ferris	Susan Shipherd	2732	9	12	21
12	David Robison	Adriane Robison	5102	3	19	22
14	Harris Marx	Rose Marie Marx	5257	14	11	26
13	Nigel Peacock	Andrea Peacock	1018	13	13	26
15	Tom Young	Pat Young	4448	15	14	29
16	Bob Hruby	Terry Hruby	1248	16	19	35
17	Debby Stipkovich	Paul Stipkovich	4301	19	19	38
18	Bert Van Anglen	Mariellen Van Anglen	4390	19	19	38

Old Salts Division

PLACE	SKIPPER	CREW	SAIL #	RACE1	RACE2	TOTAL
1	Mike Noone	Brenda Noone	3678	1	3	4
2	Frank Riefenhauser	Nancy Riefenhauser	2431	2	3	5

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
12/15/00	JAN/FEB 2001	NY LAKES NEW ENGLAND	Ann Seidman Gary Werden	(518) 877-8731 (781) 440-9675	pseidma1@nycap.rr.com gary4619@email.msa.com
2/15/00	MAR/APR 2001	OHIO	Barbara Griffin	(412) 653-3056	bardon87@aol.com
4/15/00	MAY/JUNE 2001	GULF	Larry Taggart	(504) 482-7358	taggline@usa.net
6/15/00	JAN/FEB 2001	MICH-ONT GREATER NY	Forest Rogers Brian Hayes	(734) 954-0452 (203) 877-7627	forest@vibrodynamics.com brian@od.northsails.com

Chief Measurer Report

March 2000

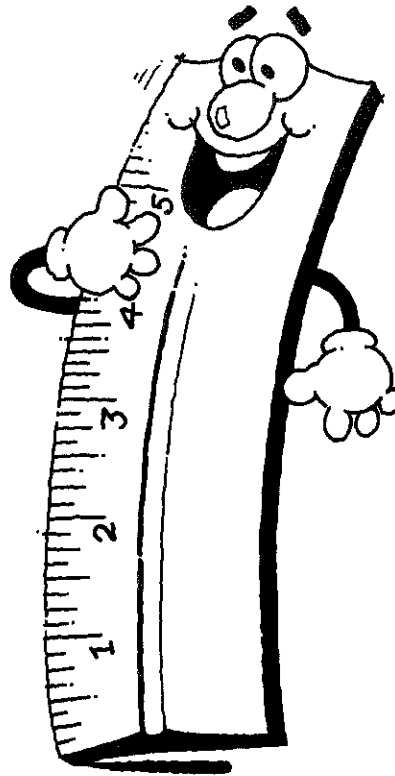
by Bob Neff

As required by the by-laws the Board of Governors approved the following CMRs and change to the Specification. The CMRs are binding upon publication in this issue of *Scots'n Water*. The change to the Specification will be presented for ratification by the membership at the first opportunity.

UPPER JIB GIRTH

1. The existing measurements for the jib, with only minor change, have been used since the class was formed. I seem to remember a problem with the foot roach in the early 80s on some new sails and a line was added to the template to check this dimension. Other than that I don't believe there have been any changes.
2. All the discussion on the "tight rig" has led to the current perception that there can be an increase in performance of the jib by making it bigger. The present control of the jib roach is by batten length and position along with the requirement of only one set of sails to be added in a year. If the roach were substantially increased, the life of the sail would be limited to the first windy day of use. Even so, it could be perceived that one should carry two jibs aboard, one for heavy air and the big one for light air. This is not good for the class.
3. The girth on the jib is different from the roach because the luff of the jib is hollow to account for the head stay sage. If you sail with a tight rig you need a sail cut with less hollow in the luff (more girth) so it will set better in light air.
4. After considerable review with the primary class sail makers and with the members of the Measurements Committee the following CMR was prepared and approved.

The upper girth of the jib will be measured at the top batten. The girth is measured from the leach of the sail at the middle of the top batten pocket to the luff.



- The maximum dimension shall be 32 3/4 inches measured perpendicular from the luff. This requirement applies to all jibs manufactured after January 1, 2000.
5. This approach was chosen to make measurement easier since all that is required is a batten that is 32 3/4 inches long. This batten is held at the leach in line with the middle of the batten pocket and swung in an arc and if the luff is inside the end of the batten at some point (this will be perpendicular to the luff) the sail is legal.

6. All jibs manufactured before Y2K do not have to conform to this requirement as long as all other current measurement requirements are met.

TIGHT RIG

1. Background: The first time I raced a "tight" (snug) rig was at the North Cape NACS when I was crewing for son David. I was experimenting to see if it had any adverse impact on performance because I felt the loose rig was hard on the boat particularly for club boats and for daysailors. I believe that the loose rig is the primary reason that the base of the mast wears excessively for these heavily used boats. We used the snug rig from then on because we could see no difference in performance and liked the fact that the rig was not banging around in the chop. We used the standard jib of either Schurr or North. In light air we had "over bend wrinkles" in the luff that would disappear as soon as the true wind was up to 3 or 4 knots. We never felt this was a problem since in light air our rig was not a distraction and we could concentrate on the importance of sailing smart, i.e. find the best air and current.
2. Currently there is no specification requirement on rig tension. The specification allows any length shrouds so as "to allow the owner to achieve the mast rake desired, but shall not be expanded or contracted during the race" (Article S-III para 4). We also have CMR 73 that excludes any forestay extender that contains a force multiplier.
3. If, in heavy air the leeward shroud goes slack when hard on the wind, the load in the windward shroud and forestay is the same regardless of

Continued on page 16

whether the rig was set loose or tight when the boat left the dock. Using the guidance published by North the leeward shroud does slack in heavy air. The load on the rigging is a function of the weight on the rail, the wind strength and the point of sail.

4. With the above discussion as background, and with the various methods to change the side shroud length in use, the Board of Governors wanted to be sure that any changes to the shroud attachments points did not compromise the structural integrity of the boat. After review it was concluded that drilling extra holes in the chainplate should be

discouraged since these chainplates are almost impossible to replace. To that end, the following CMR was approved:

The chain plate shall have only two holes as provided by the manufacturer. No additional holes shall be added to the chainplate for any purpose.

Note: For any chainplate that has been modified the following repair would be acceptable: The extra holes can be slightly countersunk on both sides and filled with Marine-Tex or equivalent.

MINIMUM CLOTH WEIGHT, MAIN AND JIB

The Committee has reviewed the possibility of setting a minimum cloth weight.

This is the last significant variable that requires defining to ensure level racing as far as the sails are concerned. The class is limited to non-laminated cloth. This change would be subject to the ratification procedure covered in By-Law Article XIII. The following amendment was offered to the Board of Governors on Specification Article S-IV para 1. The wording of para 1 will be revised to reflect the following:

The cloth for the main and jib can be of any non-laminated material that is approved by the Chief of a minimum weight of 3.8 ounce material based on a linear yard 28.5 inches in width.

This amendment was approved for submittal to the membership for ratification.

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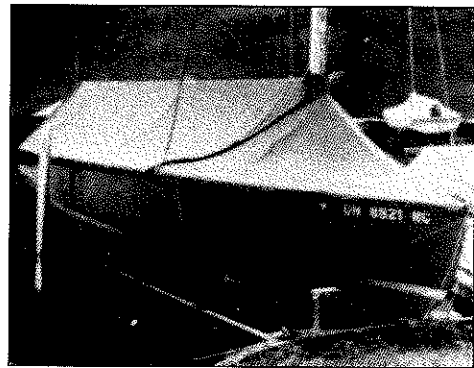
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

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2000 INVITATIONAL REGATTA HIGGINS LAKE BOAT CLUB HIGGINS LAKE, MI AUGUST 5 & 6, 2000

by Charles Alday

This was the first year to include Flying Scots in Higgins Lake Boat Club's annual regatta, which has been held for years for Lightnings. It is Higgins Lake Boat Club's hope that including Flying Scots in the regatta attracts Flying Scots around Higgins Lake to our club and lead to formation of a fleet. I offered my Flying Scot 4852 to any club member that would like to give the Flying Scot a try. Rob Rye and Peter Morley, Jr. accepted the offer and boosted the Flying Scot turnout. The regatta attracted fifteen Lightnings and four Flying Scots.

Higgins Lake is approximately sixteen square miles, which enables courses with long legs. The first day of racing featured windward-leeward courses to the north of our island clubhouse. The wind was light to moderate and spotty at times. Steve Last

and Steve Rajkovich managed to find the channels of wind to win the first and third races. Craig & Gretchen Speck won the second race. Higgins Lake Boat Club's Rob Rye and Peter Morley, Jr., sailing a Flying Scot for the first time took a third, fourth and second.

The forecast for the second day of racing promised some heavy air, possible rain, and an unusually cold day for August. The HLBC entry left Flying Scot racing so the club could provide an additional crash boat. Olympic courses were the plan for the day to provide some fast reaches. The wind didn't reach expectations, but the rain didn't materialize either. Steve Last took first place by a convincing margin with Fritz Wagner and Craig Speck taking second and third respectively.

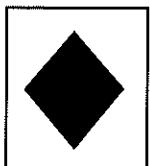
With three firsts and a second Steve Last and Steve Rajkovich took the first place trophy. Craig and Gretchen Speck took second, and Fritz and Bill Wagner third. Rob Rye and Peter Morley, Jr. took fourth place and complimented the Flying Scot's room and stability. Hopefully, Higgins Lake Boat Club will be the big winner - we have already received inquiries from several current and former Flying Scot owners around Higgins Lake about Flying Scot sailing at our club. Since the Lightnings and Flying Scots worked well together in the regatta, we are planning on hosting the regatta for both classes in the future. We hope more Flying Scots join us for the Higgins Lake Invitational in early August next year.

Results

Pos.	Sail No.	Skipper & Crew	Race 1	Race 2	Race 3	Race 4	TOTAL
1	4898	Steve Last & Steve Rajkovich	1	2	1	1	5
2	5326	Craig Speck & Gretchen Speck	2	1	4	3	10
3	3228	Fritz & Bill Wagner	4	3	3	2	12
4	4852	Rob Rye & Peter Morley, Jr.	3	4	2	DNS	14

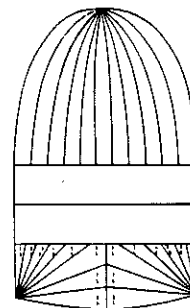
Continued on page 19

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

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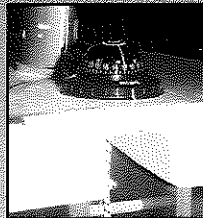
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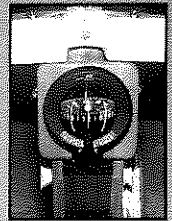
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$70.00

Plastimo Contest Tactical Compass & Mount...

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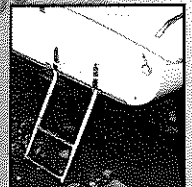
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**14TH ANNUAL FLYING SCOT
INVITATIONAL REGATTA
FLEET 161, SARATOGA LAKE SAILING
CLUB
SARATOGA, NY
AUGUST 12 & 13, 2000**

by Ann and Peter Seidman

Thirty four Flying Scots competed in the 14th Annual Flying Scot Invitational Regatta at the Saratoga Lake Sailing Club on August 12-13, 2000. Perhaps in honor of our 14th regatta, 14 different fleets were represented; the 8 Saratoga boats narrowly outnumbered the 6 boats from Massapoag.

Saturday did not look too inviting; rain, but not nearly as heavy as Friday's. There was wind, however, so out we went. The wind was light to almost moderate, and the rain ended during the second race. By the end of the third race, the sun even came out! On Sunday, there was wind again, allowing two more races, for the full scheduled five for the regatta.

The first three places seemed close for a while, but the order really was not in doubt. The next few places were quite close. Trophies, printed deck chairs, were presented to the top seven skippers and crew. The Successor to the Famed Better Luck Next Year Mermaid Fender Trophy was presented to new Fleet 161 member Bob Bosman.

Of course, hospitality and social activities were a major focus, and included a beer tasting from our local Ten Springs Brewery during the cocktail party before dinner.

Results

Pos.	Skipper	Crew	Sail No.	Race 1	Race 2	Race 3	Race 4	Race 5	TOTAL
1	Dan Neff	Christine Hinckley	2929	1	2	1	5	1	10
2	Josh Goldman	Will Nye	5171	6	1	2	3	3	15
3	Dave Jacobsen	John Cooke	4937	2	3	6	10	4	25
4	Gary Werden	Ben Pierce	4619	9	8	8	2	7	34
5	Greg Kampf	Diane Kampf	5157	3	10	12	7	6	38
6	Peter Whiting	David Knaul	2434	5	12	4	6	12	39
7	Chris Rotunno	Sean Gillen	3991	17	6	9	14	2	48
8	Jay McNeff	Leila McNeff	1261	7	16	10	8	10	51
9	Paul Waterfield	Tom Lollias	3857	8	4	11	21	8	52
10	Jim Cavanagh	Laura Hackell	6	4	5	5	9	35	58

**GLIMMERGLASS REGATTA
COOPERSTOWN, NY
SEPTEMBER 16 & 17, 2000**

by Steve Berglund

Glimmerglass 2000 was a nice drive from Toms River but I was promised a scenic setting for a two day regatta. My crew, Dan Ioli, had suggested going to Cooperstown when we were planning our racing season. We got the promised scenery, and found many new friends, wonderful hospitality, lots of food and good wind. The weekend included enough good racing to keep anyone satisfied, everything from steady to fluky, and hike for all you are worth to where did that puff come from and how did all that water get on the seat. The race committee set good lines and the wind took care of the rest. We had a great time and wondered why Sandy Douglass' Thistles outnumbered the Flying Scots. There was plenty of dock space, good on the water support from the local Sea Scouts, clear racing instructions and a well run racing venue. There was enough parking space to

handle perhaps twice the number of boats and cars that attended, plenty of camping area, and if the snoring among the tents suggested taking a late walk in the moonlight, even a few deer for company. The only reason I could see for no more Scots coming to the Glimmerglass was the wrong dates in Scots 'n Water.

Six Flying Scots sailed this year; three local boats and three from off the lake. The three visitors traded positions on all legs of each of the four races. The competition was quite close, but Steve is too modest to mention that he and Dan won the regatta. Dave Osler was second.

The Scot fleet at Oswego Lake is rebuilding, with seven boats and two more about to join. The three boats that raced were usually quite close. The local fleet, the Thistles, and the entire Club made us feel welcome, and the weekend hospitality was great.

Next year's Glimmerglass regatta (the 34th) will be held on the 3rd weekend in September, and should be a good time, and with more Scots sailing. I hope to see some of my Glimmerglass friends at another regatta, in the not too distant future.

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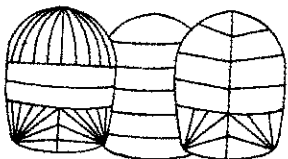
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<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$450	<input type="checkbox"/> Centerboard Gaskets	\$20
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Lake Eustis Sailing Club
Eustis, FL

Contact Jim McIntyre at jimmcintyre@prodigy.net or visit the LESC Website at <http://hometown.aol.com/tomkidd/LESC/index.html>.

Mid-Winter Championship

April 2 - 6, 2001
St. Andrews Yacht Club
Panama City, FL

Michigan/Ontario Districts

June 23 & 24, 2001
Portage Yacht Club
Portage Lake
Pinckney, MI

For more information contact Forest Rogers at (734) 954-0452 or email: forest@vibrodynamic.com. Visit the PYC website at www.ms-pyc.com.

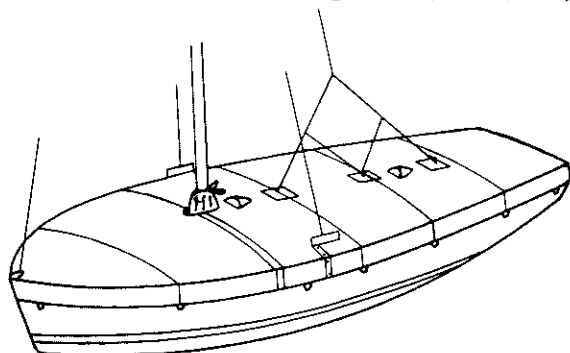
North American Championships

July 6 - 13, 2001
Toms River Yacht Club
Toms River, NJ

Wife-Husband Championship

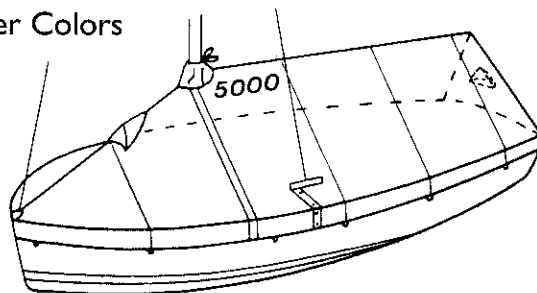
July 23 & 24, 2001
Berlin, OH

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- Velcro enclosures for side stays
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 - Never stiff or brittle
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Flying Scot	White	Blue	Other Colors
Flat 6" Skirt	\$298	\$308	\$323
Flat Full Sided	\$394	\$410	\$432
Tent 6" Skirt	\$342	\$346	\$364
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Sail # Installed.....	\$25.00		



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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	1719	Bennet R Ackerman	6117 Tilden Lane	Rockville, MD 20852-3736
97	4286	Patrick Barry	1307 Persimmon Tree Ct	Crofton, MD 21114-2649
	5341	Sean Carr	10613 Center Street	Fairfax, VA 22030
	5339	Ballentine Carter	315 Edgevale Rd	Baltimore, MD 21210
	3736	Terry R. & Charlotte A. Chrissey	PO Box 100 169 Bentwood Drive	Elton, PA 15934-0100
	1692	Stephen E Degenhardt	1523 Monroe St	York, PA 17404
97	4693	Glenn T Haggan	14555 Cutstone Way	Silver Spring, MD 20905
35	A890	Bruce Henderson	4715 Rolfe Rd	Richmond, VA 23226
	4582	Lee E Holt	1119-2B Lake Heron Drive	Annapolis, MD 21403
42	1248	Robert (Bob) Hruby	1048 Hyde Park Dr	Annapolis, MD 21403
	1325	Robert Jamison	42 N. Hull Street	Sinking Spring, PA 19608
	0135	Steven Jones	00311 Mays Chapel Road	Lutherville, MD 21093
	3639	Joan V. Krumm	221 Divot Drive	Harrisonburg, VA 22802
	2343	Elaine Lehman	4002 Elmerton Avenue	Harrisburg, PA 17109
	1742	Howard Lins	1750 Mountainview Dr.	Oakland, MD 21550
	3082	Garrett Martin	15225 Rosecroft Road	Rockville, MD 20853
82	1900	Robert Serotkin	1072 North Center St	Ebensburg, PA 15931
	3315	William F. Smith III	205 Rhett Lane	Elkton, MD 21921
Carolinas District				
	5343	John R Burke	215 Chickamauga Lane	Simpsonville, SC 29681
	2748	James H Corey Jr	151 Banks St	Morehead, NC 28557
	4144	Hans-Joachim Nocher	PO Box 667608	Charlotte, NC 28266
	3893	Jim Pawlowski	4306 Forwalt Place	Wilmington, NC 28409
Florida District				
	3056	Mike FitzGibbon	114 Bee St	Tavernier, FL 33070
48	A852	Missy Hart	13599 Osprey Pt. Road	Jacksonville, FL 32224
150	C2636	Tony Tussing	1630 Gaudry Street	Deland, FL 32720
Greater NY District				
	A889	John Comer	7 Tilden Place	Norwood, NJ 07648
	3975	Frank Fenwick	127 Highwood Rd	Denville, NJ 07834
	3968	Eric Greenblatt	25 Long Point Dr	Brick, NJ 08723
	A883	Patty Hopple	77 Olmstead Hill Rd	Wilton, CT 06897
	5129	Rich & Patricia Kosenski	16 Doreen Drive	Oceanport, NJ 07757
72	2895	Tim Longo	86 Marine Street	City Island, NY 10404
	3747	Lawrence J McCarthy	25 Madison Dr	Helmetta, NJ 08882
	4478	Gary Nackman	23 Bridgewood Ct	Belle Mead, NJ 08502
	4183	Edward Rapoza	335 High Crest Dr	W Milford, NJ 07480
Gulf District				
	5001	Frank Buonanotte	5318 Brooke Farm Dr	Dunwoody, GA 30338
	A866	Jennifer K Emrich	4602 Peachtree Parkway Place Apt #J	Doraville, GA 30360
	A892	Don Hillebrands	3115 Gulfshore Blvd. N, #606	Naples, FL 34103
Midwestern District				
	2228	Steve Murmann	66 Public Square	Monmouth, IL 61462
140	2770	Elizabeth Sumpton	1284 Melody Lane	Minnetonka, MN 55305
New England District				
169	0043	Ford Kirkbride	11 Chet Way	Scituate, AL 02066
Ohio District				
	950	Gerry Dudley	195 Mayfair Drive	Pittsburgh, PA 15228
	2567	Joseph T Gardner	1421 Stoney Creek Circle	Carmel, IN 46032-9115
1	3865	Ron Holtman	238 Beech Ridge Dr	Cincinnati, OH 45216
	5340	John Jewett	PO Box 157	Hartford, OH 44424
	0829	Ginius Macys	17839 Windward Rd	Cleveland, OH 44119
37	2541	Arthur W Wiles	1420 Grandview Ave	Columbus, OH 43212
Pacific District				
176	A883	Steven H. Turk	4027 Towhee Drive	Calabasas, CA 91302
Texas District				
	A875	Bruce Faust	400 Colony Court	Irving, TX 75061
Overseas				
	B992	Jose Horacio Vicioso U.	Calle Jose Amado Soler No. 60 Apto. A-3 Ens. Paraiso	Santo Domingo, DR
New Members this report 48				

Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.

A \$15.00 fee is charged for placement in Scots'n Water.

Send or fax submissions to Association Headquarters or Email to info@fssa.com.

Placement will be made upon receipt of payment.

*Send payment to:
FSSA Headquarters
3008 Millwood Ave.
Columbia, SC. 29205.*

WANTED – Used sails - main and jib.
Contact Joy Hudecz at (212) 866-5778
or e-mail: jhudecz@aol.com

**CAVEAT EMPTOR =
BUYER BEWARE**

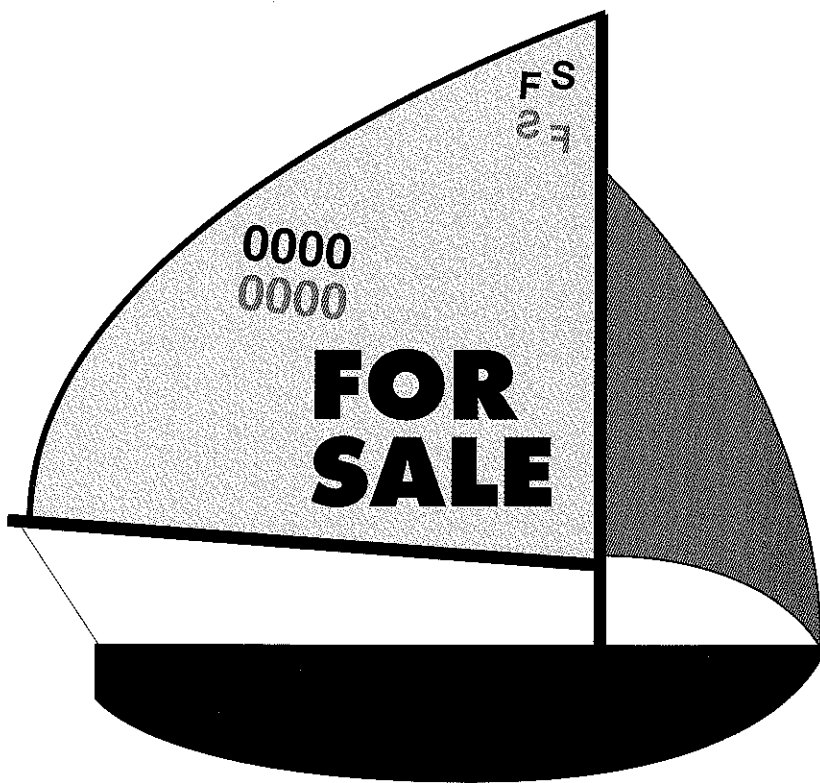
The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.

FS 4393 – Race ready boat with new Sobstad sails and a North spare set. Good trailer and full over the boom cover. Board is shimmed. Fast boat. Located in Long Island, NY. \$5000. Contact Marty Blaustein at (516) 823-1580 or (718) 802-9202.

FS 4671 – Douglass built, excellent condition, light blue hull, blue stripe, white deck, Schurr main, jib and spinnaker. Spinnaker pole & rigging, swim ladder and hand rail, transom port, blue full mooring cover. Located in Western Maryland. \$7200 with new trailer (\$6000 without trailer). Contact Rob Snider at (301) 469-7477 or email: rwsnider@bellatlantic.net.

FS 4693 – Douglass built, excellent condition, light use, dry sailed. Light gray with red stripe. Main, jib, spinnaker with pole, anchor, lift bridle, full cover, Harken blocks, outboard bracket (never used), bow bag, transom port, rudder lift kit, Turtle Buster (never used). TeeNee trailer (new lights and rewired 1998). Located in Maryland. \$6750. Contact Glenn Haggan at Office:(202) 745-8272. Home (301) 236-9402 or email: ghaggan@earthlink.net.

FS 4821 – Complete with trailer, spinnaker, boat cover, perfect condition, stored in garage, only sailed a few times in eight years. Located in Calabasas (Los Angeles), CA. \$6500. Contact Steven Turk at (818) 400-9394 days or (818) 222-1727 eves.



District Governors

Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt , (Dark Blue, Denim, Red, Navy, White) Sizes: M, L, XL, XXL with Boat # or with any one name	M - XL: \$28.00 XXL: \$30.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, Denim, Khaki)	\$10.00	
	FSSA Necktie (Red, Navy)	\$38.00	
	Roster Pages	\$5.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$60.00	
	<i>Sixty Years Behind the Mast</i> by Sandy Douglass	\$20.00	
	<i>Highlights of Scots'n Water</i>	Members \$16.00 Non-Members \$20.00	
S & H Charges:		Merchandise Total	
\$1.50	orders up to \$5.00	*Add Shipping & Handling (S&H)	
\$4.00	orders up to \$10.00	Total Amount of Sale	
\$6.00	orders \$10.00 & above		

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cswensen@aol.com

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Cary, NC 27511
(919) 467-3512
sailordave@mindspring.com

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Miami, FL 33142
(305) 638-8885
fowlsail@gate.net

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(203) 877-7627
brian@od.northsails.com

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New Orleans, LA 70124
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taggline@usa.net

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Pinckney, MI 48169
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forest@vibro-dynamics.com

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haackh@interaccess.com

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gary4619@email.msn.com

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