

# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 46 NUMBER 1 2002

## *Florida District Highlights*



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Photo by Bill Hillman



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## Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.

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. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

## Scots 'n Water

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On the cover: FS 5126, Charlie and Nancy Fowler



# From the President

by Jim Harris, FS 4296

I know I have been late with responses to a great number of emails. My excuses, in descending order of significance are:

1. I am president of another volunteer organization and it has consumed lots of my time.
2. Holidays
3. Vacation for two weeks
4. Sick with a cold after vacation
5. Procrastination
6. Lazy

However, I have run out of excuses and promise to get on the ball.

The Board of Governors' meeting at the Mid-Winters will be especially important this year. We plan to have an expanded session of the Executive committee beforehand to prepare a number of issues

for the Governors to consider. Please attend or designate an informed delegate to represent your district.

The Mid-Winter regatta is a great vacation and a way to get your mind into sailing. Hope to see you there!

We in Fleet 83 are running a series of winter racing seminars for our new members. Guess what? Many of our veterans are showing up. People love to talk sailing, and we northerners can talk even when we can't sail.

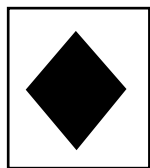
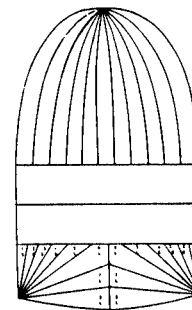
As you probably know, Jamie Cannon has left the Association headquarters to join her new husband in Baltimore. She did a great job and will be missed by all of us who knew her. Best wishes, Jamie! Courtney Cantrell will take over Jamie's old duties. Courtney has had some expe-

rience with Flying Scot issues and people. Let's all welcome Courtney and help her learn the ropes of FSSA.

If you haven't seen Charlie Fowler's Florida District newsletter, please email or call him for a copy. He does an excellent job covering their people and events. The newsletter has been an integral part of the tremendous growth of the Florida District.

Jack McClurkin is diligently working to make the Wife-Husband Regatta at Delavan something special. I understand Frank Gerry has concocted some terrific trophies. Let's all plan to go and overwhelm Jack. Wisconsin will be a good place to cool off (I hope) on June 15 and 16.

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# Greetings From Sunny Florida

by Charlie Fowler, FS 5126, Florida District Governor

**Y**ou know, we in the Florida District are truly blessed. We have arguably a better winter sailing season than most people have a summer one. Bring your boat down and sail with us. We have a racing agenda that you can fit into. We also have two cruise directors, Mike Palm and Tom Kidd, who are as fine as Carnival or Royal Caribbean Cruise Lines could possibly have on board. Our two new fleets in Florida are St. Lucie and Sarasota, bringing our total to eight

All of our Florida District fleet captains are hooked up on e-mail. Sarasota Fleet 36 has a website ([www.worldsailor.com/fleet36](http://www.worldsailor.com/fleet36)) that we use to post our District Standings. Our race schedule is centered around the Florida District Championship Series. Each fleet hosts a district points regatta. To qualify, a skipper must sail in at least five races, and three may be thrown out. Hopefully we have five races in each regatta scored on the Cox-Sprague Scoring System. This causes people to travel, and it's fun to see the look on the locals' faces when they see all the Flying Scots pulling into the regatta site. This is especially true at the locations of the weaker fleets.

Each FS boat owner in Florida is assigned to a fleet, normally the nearest fleet to their address, no matter what the distance. This gives the boat owner someone to talk with and a closeness to other Scots. It tends to help the owner enjoy the boat more by letting him not twist in the wind by himself.

Our fleet captains, who are listed here, are doing a great job of keeping enthusiasm going in their fleets. Each fleet is experiencing some kind of growth. I want to thank each of these hard working people for their dedication and hard work. Because of them, our District is growing.

One last word,, Remember:  
When the chips are down,  
the buffalo is empty.

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*Charlie Fowler, #39, sailing in the 2000 Midwinters.*

# Fowler Wins Flying Scot Regatta in Key Largo

by Larry Thorson, FS

A big turnout of 24 boats held a weekend of tight racing January 19-20, 2002 at the Upper Keys Sailing Club and Charlie Fowler narrowly won the series in the Flying Scot Florida Championship.

Organizers got in all six scheduled races, despite a late start Sunday due to light wind. Only one racer, Ron Pletsch, won two races, and at the end of the regatta, only six points separated the first boat from the fifth.

Fowler had one first, two seconds and two fifths for a total of 15 points. Each boat was permitted to drop one race from the final calculations. Fowler, a Miami sailmaker, also won the regatta last year.

"It's a lot of fun to come down here. I've been doing it for a lot of years," Fowler said at the awards ceremony. "The total membership of the club makes you feel very welcome." Fowler's wife, Nancy is crew on their Scot, and Charlie is the Florida District Governor of the Flying Scot Sailing Association.

The Upper Keys Sailing Club hosts one Flying Scot regatta annually, with racing held on the sheltered waters of Buttonwood Sound on the bay side of Key Largo. Saturday's races had northerly winds of 5-10 knots, and on Sunday, the winds finally settled down to southerly of about the same strength.

Only one point behind Fowler was Ron Pletsch, of Sarasota, with 16 points on

his two firsts, two fourths and a sixth. He and his crew, Lars Olson, won one of Sunday's races after rocketing around the leeward mark on a lucky inside line while a half-dozen boats drifted in a hopeless and noisy jam. The protest committee had to be called into action to handle disputes from that incident.

In third place were Mike and Stacy Roberts of Largo, Florida, only one point out of second. They had a first, a third, two fourths and a fifth. Two more Sarasota boats rounded out the top five. Jeff Penfield had 19 points with three thirds, a fourth and sixth, and Mike Ashburn had a first, a third, a fifth, and two sixths, for a total of 21 points.

Sailors from the host club managed no better than sixth place overall, taken by Jim Bissell, who looked strong on Saturday when he won the second race. Seventh was another UKSC racer, Filip Wieland.

The club's modest parking lot needed stern traffic control as visiting boats rolled in from as far away as Jacksonville. The organizing committee, headed by Richard Prentiss (who sailed valiantly to finish 23rd), had many volunteers to provide hospitality, supervise parking, run the committee boat and two chase boats and serve a fish fry dinner.

## Results

1. C. Fowler, FS 5126
2. R. Pletsch, FS 2068
3. M. Roberts, FS 5040
4. J. Penfield, FS 5318
5. M. Ashburn, FS 5398
6. J. Bissell, FS 5399
7. F. Wieland, FS 4653
8. Frankland, FS 4135
9. C. Koch, FS 5296
10. D. Tonkin, FS 0812

## Addendum to Key Largo Regatta

by Charlie Fowler, FS 5126

To set the record straight on 2001, Key Largo local sailor Dick Slosar and his wife Sharon took first place in the regatta, not Fowler. Dick, unfortunately, had to be out of town on family business this year and could not defend his position for 2002. UKSC also welcomed guest John and Linda Burke from South Carolina and Jim and Myra Brown from Tennessee.

We also feel that hospitality of UKSC needs to be embellished upon as modest local writer Larry Thorson did not do justice to the Club and its members, in our opinion. They did a wonderful job of making people feel welcome, beginning as soon as we drove through the gate. The Flying Scot takes up a lot of room, and we had the UKSC a little stressed for

space, but with the plans for parking management created and implemented by enthusiastic volunteers, the parking and launching ran pretty smoothly. Next year, with 30 boats instead of 24, a new challenge will evolve.

If you weren't there, you missed an awesome dolphin fish fry dinner. One thing the folks in the Keys know how to do is cook fish. The food was delicious and plentiful, and more than a couple of Scot folk went back for seconds. We were happy to have fish sandwiches on shore after three Sunday races, too!

Finally, it was a great treat to be able to sail in 8 feet of water and see the bottom clearly. Wish you could have been there with us. You could be next year!

# It Used to be a Deep, Burgandy Red

by Charlie Fowler, FS 5126

When I first glanced, a while ago, at the *Scots'n Water* article "Why Is It Brown?" by Emmett McCarthy FS 1878, nothing struck a note with me. It wasn't until I started to really read the article that I realized I knew the boat well.

Danny "D" and I went to the Midwinters and the North Carolina Governor's Cup one year when I was working with Criterion Sails. We were using the first suit of Flying Scot sails I ever made, and we had the boat going pretty fast. At the Midwinters, we were first to the weather

mark a couple of times, and then worked on ways to destroy our lead. We flipped in one race, got DSQ in another, and so on and so on.

Do you know how hard it is to write up an ad when you're going fast and yet you don't do well, but you still want people to know how fast your sails are? Easy it is not, but here is a copy of the ad that Criterion ran in *Scots 'n Water* in March and July, 1973, with a picture of FS 1878. I'm also enclosing an account of a regatta with a picture of 1878 out in front of the fleet. Art Deckleman, proud skipper of

Danny "D," is at the helm, I am in the middle, and Bob Wilkinson is forward. We were all from Miami and we sailed most of the time in Biscayne Bay. Emmett's brown color did not come from Biscayne Bay, however, because the water here is normally nice and clean (Thank you, Gulf Stream), unlike some other places that you may go to sail. The burgundy red has probably morphed into brown over these last forty years or so. It seems that age does have a negative effect on some things as the years go by.

*Continued on page 8*

## 1973 ADVERTISEMENT



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**Criterion Sails, Inc.**

**JOIN THE GROUP**—Art Deckelman (far left) leads the way in the first race of the championship division as the fleet heads for the second mark. Woody Stieffel, gray and black spinnaker in center, overtook Deckelman to win the first race. To the left of Stieffel is Marc Eagan (black and white spinnaker), who took fourth in the race and second overall.



## **FLYING SCOT FLASHBACK**

# **For Woody Stieffel, 1973 sto**

It was a week for the youngsters to shine at the Mid-Winter Regatta, and the best of the youngest was Woody Stieffel of Bay St. Louis, Miss. Stieffel, 18, won the first race of the championship division and backed it up with a second and a fourth for a five-point win over 17-year-old Marc Eagan, also of Bay St. Louis and Bay Waveland Yacht Club.

In the challenger division, Bud Barrett of Pensacola, Fla., made a sweep, winning all three races for a minimal 2¼ points.

The Mid-Winters attracted 52 boats to Panama City, Fla., for three beautiful days of racing Feb. 23-25. Many skippers were calling the competition tougher than last year's North American Championship.

However, one absentee was Paul Schreck of Lillian, Ala., who had won the last three Mid-Winters. But Stieffel, last year's runner-up, was ready to claim the throne.

Stieffel, who had his two teen-aged sisters crewing for him, sailed a consistent series. At no time during the three races was he worse than eighth at a mark. In every race he got into position behind the leaders on the first leg (sixth, eighth and seventh at the first mark in the three races), and moved up during the remainder on the race. And never in any race did he drop back a position after moving up.

Stieffel and Eagan weren't the only young skippers to do well. Tommy Meric, 19, of New Orleans took fourth (dropping back from second in the final race) and George Haynie of Pensacola was fifth.

Only veteran Fred Meno of Columbus, Ohio, who sailed a superb third-race victory, cracked the youngsters' dominance, and he placed third.

Following Barrett in the challenger division were Brad Baker of Jackson, Miss., Jim Smith of Detroit Bill Suddath of Jackson, Miss., and Jesse Borthwick of Pensacola.

The first day of racing was used for elimination races to determine the championship and challenger divisions. Stewart Robinson of Pensacola, skippering the University of West Florida Scot, and Stieffel each won a division of the first race. Eagan and Bill Wiselogel of Panama City won the two divisions of the second race.

The best overall showing on the first day was by Jack Laird of Panama City, the 1969 North American champion, with two second places. However, all points in the first two races were thrown out after the fleet was divided for the final three races. Laird, who has been sailing larger boats recently, was not able to continue his pace and finished eighth overall.

Numerous protests held up the posting of results of races for hours. These were largely due to the tight competition which often lead to eight or ten boats arriving at a mark at the same time.

A disqualification in an elimination race forced Dirk Lundquist, winner of the Warm-Up at Pensacola, out of the championship division. Art Deckelman, who was a third in the first race of the championship division, was the early leader in the second race, but was





# Starts off as a very good year

disqualified after his boat touched Eagan's boat at the third mark. Eagan went on to win the race, as Deckelman dropped back to eighth before the disqualification.

The winds were 10-15 knots during the three days of racing. The home-sea advantage, mentioned often after Bill Wiselogel won an elimination race and Jack Laird took two seconds, proved to have little influence as the best Panama City finish was Laird's eighth.

## **First Race: Stieffel sets the pattern**

The first race set the tone for the championship division in the regatta as Woody Stieffel picked up the victory.

He set a pattern he followed in the second and third races, and that was to get into good position by the first mark and move up during the remainder of the race.

Stieffel was sixth rounding the first mark of the first race, and he moved up to second place on the beat to the second mark. He later took the lead on the long windward leg and held it.

The win at Panama City followed Stieffel's victory in the Sugar Bowl Race of Champions.

Art Deckelman of Miami, showing good early speed, opened a lead from the start and held it through the last three legs before dropping back to third.

Second-place finisher Tommy Meric of New Orleans was well back in the early part of the race, but worked

his way up to fourth at the third mark. Then both Stieffel and Meric overtook Deckelman on the fourth leg.

Marc Eagan was in good position behind Deckelman on the first leg before he hit the buoy. By the time he had rerounded the mark, he had dropped back to eighth place. Eventually he was able to work his way back for a fourth-place finish, but he was never able to catch Stieffel in the point standings.

George Haynie, sailing a consistent race, placed fifth. John Murray, who took over second place at the first mark as Eagan rerounded, dropped well back during the mid-part of the race but recovered for a sixth, while Fred Meno took seventh.

## **Second Race: Eagan gets his revenge**

Marc Eagan, who lost his chance to win the first race when he had to reround the first mark, made up for it in the second race as he sailed to a win over Woody Stieffel.

Tommy Meric stayed in contention in the championship division with a third, followed by Bob Whitehurst of Pensacola and Fred Meno.

Eagan took the lead rounding the third mark after his boat and Art Deckelman's boat had come together. Deckelman, who took the lead at the start in this race as he had in the first race, was disqualified because of the incident, costing him his eighth-place finish.

At the first mark, Eagan was fourth behind Deckelman, Dick Elam of Austin, Tex., and Dwight LeBlanc

### It's the Stieffel Gang

of New Orleans. He moved to second place on the second leg.

Stieffel was eighth at the first mark, the poorest position he held at any mark during the three championship races. He moved up to fifth at the third mark and second at the fourth mark, but was unable to close the gap on Eagan.

Meric was 10th in the race for the first buoy, too far back to catch the leaders. He was still eighth at the third mark, but climbed to fourth on the long beat to the windward mark behind Eagan, Stieffel and Deckelman. He moved to third on the run to the leeward mark and held third place.

#### Third Race: A veteran shows his stuff

The final race of the Mid-Winter championship division started with three teen-agers closely grouped at the top of the fleet. Woody Stieffel had 2½ points, Marc Eagan, 4½ points and Tommy Meric, 5 points.

However, none of the three made it into contention on the third race as Fred Meno outmaneuvered John Murray on the final leg for the victory.

Stieffel, sailing another consistent race, had an 11-boat lead over his chief rivals by the second mark and his championship was almost assured.

Art Deckelman, the early leader in the first two races, was ill and a non-starter in the third race, and Bob Stine took the early lead with Meno second. Meric and Stieffel were in sixth and seventh places at the first mark, while Eagan was in the middle of the fleet in 15th.

Stieffel was sixth at the second mark, but Eagan and Meric were far behind in 17th and 18th. Stieffel overtook Charles Wesley on the third leg and George Haynie on the fourth leg, but could not catch the three leaders.

Eagan and Meric gained after the second mark, with Meric showing good speed on the two windward legs and Eagan moving from 11th to seventh on the fifth

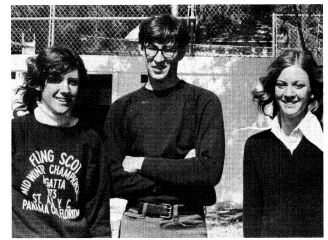
### Mississippi teens sail off with Mid-Winter crown

leg, a run to the leeward mark. Eagan's seventh in the race was enough to edge Meno for second place overall, but Meric's ninth dropped him to fourth.

Stine held his lead over Meno through the first three legs until Murray overtook both of them on the fourth leg, a beat to the windward mark, with Meno holding second and Stine dropping to third.

The trio remained in those positions rounding the last buoy, but Meno was able to outpace Murray on the final leg for a narrow victory, with Stine third. (The Meno-Murray duel had come out differently in the first race when Murray overtook Meno on the last leg for sixth place.)

Haynie's fifth in the race gave him fifth overall, while Murray's second was good for sixth in the championships. Both Haynie and Murray had good first and third races, but they finished 17th and 19th, respectively, in the second race.



THAT STIEFFEL GANG—Mid-Winter champion Woody Stieffel takes a minute between races (and his crew's Frisbee games) for a photograph with his crew, (sisters) Cindy, 14, and Chris, 15.



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We know we can help you.

Call Charlie Flower or Eric Fletcher at the loft.

**Criterion Sails, Inc.**

#### Championship division

Following are the top 10 finishers in the Mid-Winter championship division and their finish in each race:

Skipper	Sail No.	1	2	3	Total
Woody Stieffel	... GYA 92	1	2	4	6½
Marc Eagan	... GYA 91	4	1	7	11½
Fred Meno	... 2048	7	5	1	12½
Tommy Meric	... GYA 22	2	3	9	14
George Haynie	... 1901	5	17	5	27
John Murray	... GYA 70	6	19	2	27
Bob Whitehurst	... GYA 19	13	4	13	30
Jack Laird	... GYA 66	9	14	8	31
John Oerting	... GYA 11	10	11	10	31
Dwight LeBlanc	... GYA 20	12	6	14	32

#### Challenger division

Following are the top five finishers in the Mid-Winter challenger division and their finish in each race:

Skipper	Sail No.	1	2	3	Total
Bud Barrett	... 1432	1	1	1	2½
Brad Baker	... GYA 121	2	5	5	12
Jim Smith	... 9	3	2	7	12
Bill Suduth	... 1093	5	6	2	13
Jesse Borthwick	... GYA 111	11	3	4	18

#### Storm sails — Junior sails

Heavy weather reefing not necessary with 131 sq. ft., 5 oz. storm sails, carefully designed to give same fine balance as full-size sails. Same sheet blocks used. Also ideal as "junior" sails for 10-13 year olds. Kids love their "very own" sails; quickly gain confidence and sailing ability because the Scot is even more stable with them. Dacron main and jib 4 oz. \$188; 5 oz. \$196, plus postage and numbers. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

Beginners LEARN TO SAIL quickly, easily with authoritative 16-pg. booklet "A Minimum SAILING PRIMER." Over 85,500 sold to yacht clubs, sailing schools, camps, etc. Its 7 sections explain all fundamentals of sailing with easy-to-understand text, simple diagrams. Basic sailing terms carefully defined, Flying Scot boat nomenclature, a glossary, 15 important safety precautions. Quantity prices on request. Send 98 cents (incl. postage) for prompt mailing. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

#### DOUBLE-ENDED ALUMINUM HALYARD CRANK

Made of same alloy, with same shape and same breaking strength, by same manufacturer as Douglass' crank. BUT each end is square and a bit longer — enabling one to file a new full-length square if (perchance) the original square is broken off. Some ends are slightly oversize. Thus life expectancy four times usual crank. Price incl. postage: 1-51.45; 2-\$2.80; 3-\$4.10. Send check for prompt mailing. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

## From the Gov

by Charlie Fowler,  
FS 5126

Mike Palm (FS 1242) now lives down in Big Pine Key. He has volunteered to organize a cruise for Flying Scot Sailors from Big Pine Key to Key West and back. I hope that there is more interest in this than we received for the River Cruise, the first, which was a blast. No one even asked about next year's cruise after we scheduled a return. It seems like everyone wants to read about cruising, but no one wants to do it.

Mike Palm  
30817 Ortega Lane  
Big Pine Key, FL 33043  
(305) 872-9247  
sailinghigh2001@aol.com

I need some input from those of you who do not participate in regattas.  
Good sailing!

## The Great Gator Challenge

by Charlie Fowler, FS 5126

Well, it seems like Florida keeps Wally Gator for another year. Last year, it was the snow. This year we just won. Thanks to Mike Ashburn, First; Jeff Penfield, Fifth; and Ron Pletsch, Seventh; for defending our District Gator. We know that he will be in safe keeping at the Jax Rudder Club, and won't have to endure living with some stranger in a distant land. The Rudder Club always has great food. It will be hard to keep Wally out of the chow line.

This year we all tacked over to the Fishing Camp restaurant Saturday night and had great catfish and gator tail. All of our out-of-district guests seemed to enjoy the ambiance.

The racing was interesting in that we had light air and a pretty good current

on the St. John's River. Sometimes it looked like a great circle route was the fastest way to get to the marks. Mike Ashburn had it pretty well figured, followed by Harry Carpenter with Frank Gibson, and Joe Brake and Jeff Penfield.

We had four District states represented. Maybe next year, we will get a couple more districts to be involved.

Dick Alsop ran the races and did a remarkable job with the light wind and conditions we had.

The Rudder Club was a super host. A good time was had by most everyone except the gator that gave up his tail for dinner. A special thanks to all the participants from out of the Florida District.

Y'all come on down now, ya hear?

# Cox-Sprague Scoring System Explained

by Cal Hudson, FS

Reprinted from *Scots'n Florida*, September 1989

## A NOTE FROM CHARLIE FOWLER, FLORIDA DISTRICT GOVERNOR

The first paragraph of this explanation was from Cal Hudson, former District Governor. He had a coupon on the back of this article that someone cut out and sent, leaving us unable to print this article in its entirety. However, you can see that we have been running the Cox-Sprague scoring since 1989, and because District boats show up at the chosen local fleet regattas, our District has grown from 3 to 8 fleets, and we have not lost any. This system works even if the local fleet is not very active.

Points are only awarded for boats that start. A DNS receives no points. DSQ receives one more boat position than the number of boats that start. DNF is awarded points equal to the number of boats that started the race.

For example: You just finished a 3 race series with results as follows: 1st race - 4th; 2nd race - 3rd; 3rd race - DSQ. The first race had five boats to start, 2nd and 3rd races each had three boats to start. For the first race, go across the top to 5 boats, then drop down to 4th place and find winnings of 38 points. For the 2nd race, go across to 3 boats, and then down to 3rd for 21 points. 3rd race also had 3 boats, so go across to 3 boats, then down to 4th, a DSQ receives one more position point than the number of boats entered for the day. (4th place = 16 points), or 17 = 76 points for the day.

This year the Florida series will use the Cox-Sprague scoring system. This is a high-point system that factors in both finishing position and number of boats entered. According to theory, this method gives a higher fidelity representation of the skipper and crew skills than the traditional low-point

method. I think everyone will agree that scoring a third place finish in a three boat regatta requires less skill than scoring a third in a twenty boat regatta. To build a large sample base (and thus reduce the "luck factor") every race in which a boat started counts towards the point total.

### Cox-Sprague Scoring Values

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	10	31	43	52	60	66	72	76	80	84	87	90	92	94	96	97	98	99	100
2	4	25	37	46	54	60	66	70	74	78	81	84	86	88	90	91	92	93	94
3	0	21	33	42	50	56	62	66	70	74	77	80	82	84	86	87	88	89	90
4		17	29	38	46	52	58	62	66	70	73	76	78	80	82	83	84	85	86
5			26	35	43	49	55	59	63	67	70	73	75	77	79	80	81	82	83
6				32	40	46	52	56	60	64	67	70	72	74	76	77	78	79	80
7					38	44	50	54	58	62	65	68	70	72	74	75	76	77	78
8						42	48	52	56	60	63	66	68	70	72	73	74	75	76
9							46	50	54	58	61	64	66	68	70	71	72	73	74
10								48	52	56	59	62	64	66	68	69	70	71	72
11									50	54	57	60	62	64	66	67	68	69	70
12										52	55	58	60	62	64	65	66	67	68
13											53	56	58	60	62	63	64	65	66
14												55	57	59	61	62	63	64	65
15													56	58	60	61	62	63	64
16														57	59	60	61	62	63
17															58	59	60	61	62
18																58	59	60	61
19																	58	59	60
20																		58	59

**NUMBERS ACROSS = NUMBER OF BOATS**

**NUMBERS DOWN = FINISHING POSITION**

# Tight Rig Setup

by Dave Batchelor, FS 2324

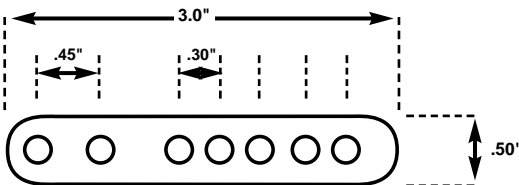
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

## Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



## Step 2: Rake Control

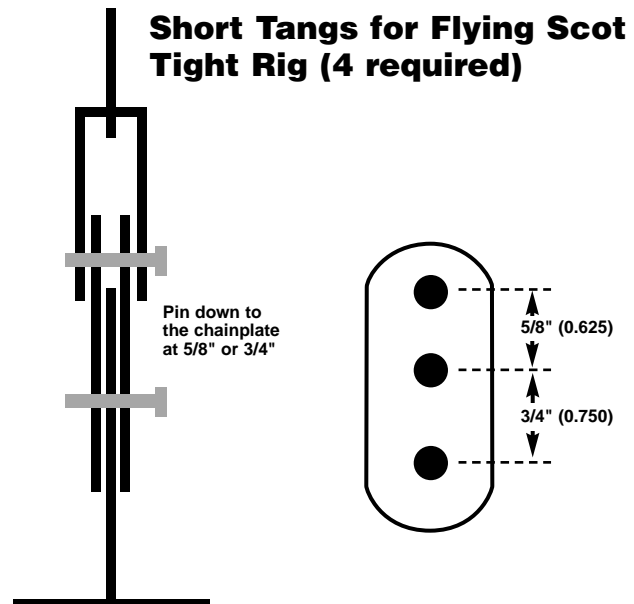
The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

## Step 3: Re-Measurement

You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

**NOTE 1:** These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

**NOTE 2:** Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.



## Tabernacle Bracket Installation

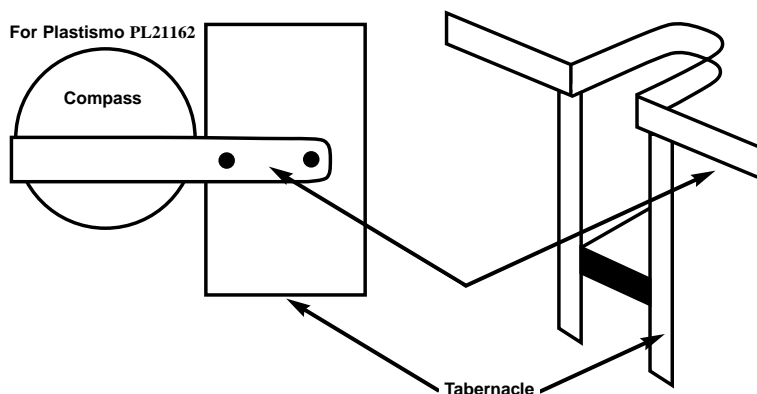


Photo courtesy of Dave Batchelor

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# We Invite You to the 2002 Wife-Husband Regatta June 15 & 16

We want to introduce you to Delavan Lake Yacht Club, location of the 2002 Flying Scot Wife Husband Regatta. Have any of you read the great one design sailors book, *Sailing Smart*, authored by one design Olympian and America's Cup skipper Buddy Melges? Page one starts out with the line... "When I was a small child", referring to his family background in rural Wisconsin and then he states matter of factly, "We lived on Delavan Lake, just a few miles away." Well, Delavan Lake is still near and dear to Buddy who is known to show up occasionally to sail his E Scow or conduct a sailing seminar or just to say hello.

Flying Scot Fleet #114 is pleased to announce the same Delavan Lake is the host location for your 2002 Wife Husband Regatta on June 15-16. Mark your calendars and plan to attend, you won't be disappointed. We have been planning this event for some time and hope you can find time to make the trip to the great state of Wisconsin. We are about an hour north of



Chicago. (Travel details forthcoming in the next issue of Scots'n Water)

To give you a little history, Delavan Lake celebrated it's 100th anniversary in 1992! There is a rich and cherished

history of this club dating back to the 1890's where wooded scows and cotton sails ruled the yacht racing world. Even today, Delavan Lake Yacht Club is a very special place. A number of member families have direct ties back three and four generations to the founding members of the yacht club. When you enter the club there are many pictures, photos and trophies that date back to the start of the 20th century.

Today the club is fully modernized, air conditioned with showers, locker rooms, kitchen grill and bar. Parking is ample and an electric one ton hoist facilitates quick and easy launches although trailer launching is just as close. The lake is about 3 miles long and up to a mile wide with a Northeast/Southwest fetch, ideal for typical early June breezes.

Hope you can find time to attend! For more information check us out at [www.dlyc.com](http://www.dlyc.com). Questions? Call Frank Gerry at (630) 466-1161 or Jack McClurkin at (847) 991-8092.



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## Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

## Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

## Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

*For more information call Steve Bellows, your Flying Scot Sailmaker*

Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

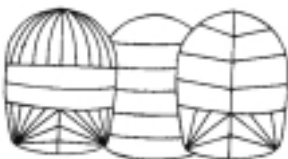
4.4 oz. Racing Cloth     5.3 oz. Cruising Cloth    Number Color:  Red;  Blue;  Green;  Black;  White

<input type="checkbox"/> Mainsail	\$710	<input type="checkbox"/> Jib Radials	\$40	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Radials	\$100	<input type="checkbox"/> Jib Window	\$20	<input type="checkbox"/> Spinnaker Turtle	\$15
<input type="checkbox"/> Mainsail Reef	\$55	<input type="checkbox"/> Telltale Window	\$15	<input type="checkbox"/> Mainsail Cover	\$120
<input type="checkbox"/> Mainsail Foot Shelf	\$50	<input type="checkbox"/> Spinnaker-Crosscut	\$398	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$510	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$300	<input type="checkbox"/> Spinnaker-Biradial	\$510	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

We would like a 50% deposit with order and balance upon delivery.

### Mark Colors On Diagrams



TRIRADIAL    CROSS-CUT    BIRADIAL

### SPINNAKER COLORS

Black	Orange
Grey	Coast Gold
Natural	Yellow
Purple	FL-Yellow
Lt. Blue	FL-Green
Ocean Blue	FL-Pink
Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



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# North American Championship July 20-26, 2002

## Housing Suggestions and Social Schedule

by Bernie Knight

### HOUSING SUGGESTIONS

There is a wide range of options for your stay in Pensacola, ranging from budget motels to luxury hotels downtown to condominiums out on the beach. Actually, if there are four or more people in your party, a condominium on the beach can be an economical alternative to motels and a lot of fun. With the daily race schedule beginning after noon each day, and the beach being only 30-45 minutes away it can be a pretty neat way to go. A few suggestions:

- Pensacola Beach Vacation Rentals (850-932-3230)  
call for condo rentals - BOOK EARLY
- Hampton Inn of Pensacola Beach (850-932-6800)  
large high rise right on the gulf
- New World Inn (432-4111)  
luxury downtown near waterfront, 10 minutes to PYC
- Grand Hotel (850-433-3336)  
high rise luxury attached to old train station 10 minutes to PYC

- Suburban Lodge Extra (850-453-4140)  
new with kitchenettes;  
closest to PYC - 10 minutes
- Holiday Inn Express (850-456-5731)  
good bargain rates on Highway 29 N. 25 minutes away

In addition most motel chains have inns, mainly on the north side 20-25 minutes away with reasonable rates. Just call your favorite chain.



Museum of U. S. Naval Aviation is a GREAT visit) except for District Governors meetings and dinner

### SOCIAL SCHEDULE - TENTATIVE

#### Saturday, 7/20

Registration and Sail Measuring (All entries for Junior NAC and Women's NAC must be completed today)

#### Sunday, 7/21

Registration and Sail Measuring; Junior NAC and Women's NAC; Welcome aboard party and competitors' meeting

#### Monday, 7/22

NAC Qualification begins at 1300 hours with back to back races - Down South Fish Fry hosted by Dan and Terry Dees Kolenich. Free keg each day sponsored by Schurr Sails.

#### Tuesday, 7/23

NAC Qualification continues with starts at 1300 hours - rest of the day off (beach time and sight seeing -

#### Wednesday, 7/24

NAC Championship and Challenger Divisions begin racing at 1300 hours with competitors' meeting in the am. Cook your own steak on the lawn at PYC, grill and steaks and fixings and drinks provided for nominal fee

#### Thursday, 7/25

More racing at 1300 hours; Annual meeting and Dinner in ballroom - kind of dressy, if you want to be. It will be air conditioned.

#### Friday, 7/26

More racing at 1300 hours, unless announced to be different start time. Trophies and keg on the lawn following races. Dinner available a la carte in PYC ballroom (reservations required by Thursday night so the club can be ready for you) unless you really want to leave town fast.



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

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

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

**\$34.00**

Clip to hold extension to tiller.

**\$1.85**

## 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.

**\$58.35**

Clip to hold extension to tiller.

**\$2.40**

## Spinnaker Pole...

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

**\$189.00**

## Transom Port 4"...

Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Loaner hole saw available.

**\$9.65**

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

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

**\$45.00**

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

**\$28.00**

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

**\$9.00**

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

**\$11.00**

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

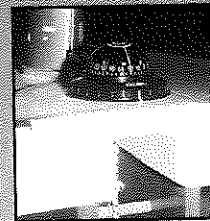
**\$9.00**

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## 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).

**\$1675.00**



## Aquameter Sailor II Compass & Mount...

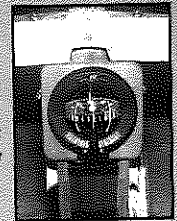
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

**Price complete. \$70.00**

## 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.

**Price complete. \$230.00**



## Tacktick Class Compass & Mount...

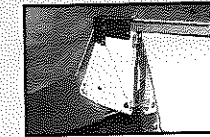
Enjoy the competitive advantage of having a digital heading display and essential start timer.

**\$380.00**

## Stainless Steel Mast Sleeve...

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

**Complete \$137.90**



## Rudder Lift System...

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

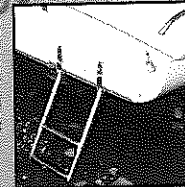
**Complete \$81.00**

## 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 w/fasteners.

**Ladder \$110.00**

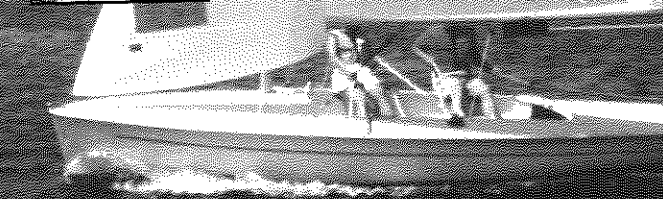
**Grab Rail \$21.00**



## Mainsail Flotation...

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

**\$145.00**



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# A Cause Based on Experience

by Joan Nanna in *The Leadline*, Corinthian YC of Seattle Newsletter

Half way through the year I have found my Hillary-like cause, and it's nowhere near as complicated as health care reform. Simply states - PUT ON YOUR LIFE JACKETS! Lately I have heard concerns from several sources about the issue of PFDs, so I don't feel that I am alone in expressing this though.

OK! OK! - many of you know I am biased, having felt the cold sting of the Puget Sound water - twice. The time I was swept clear of the boat, I was pleased to find myself floating as a result of my personal rule on flotation. It was blowing over 20 and that's enough for me to wear my PFD.

A few days ago, Lake Washington served up unusual 25 to 30 knot breezes with a few bonus puffs thrown in for kicks. A couple of boats had one or more people in the water. And guess what, not all wore life jackets. Fortunately no serious harm was done, but it makes you think.

Other instances come to mind, including the tragedy of Larry Klein. Recently a friend relayed the story of her husband being catapulted off a Melges during a breezy

regatta, surfing behind the boat on the spin sheet until he was forced to let go. He was in the water quite a while - floating because of his PFD. As his boat couldn't recover him quickly, he was picked up by another. The story might have been different without the trusty PFD.

So when is the right time for PFDs? I guess it's a matter of opinion and choice. Some people have personal "rules" about flotation habits. "If you have to put foulies and boots on, the jacket goes on too." or "If you're on the foredeck or the wind is over X knots or whatever." And of course the dinghy sailors wear them at our club

and we did. I invoked that rule one gusty day in a women's regatta. I calculated the time it would take for someone to go over, then to get the spinnaker down (hopefully, with no snags), turn back upwind and find her (hopefully with enough head above water to see), and make one or two passes before we get hold of her soggy butt and drag her aboard.

The math added up on the side of caution.

So what keeps people from puttin'em on? Macho-ness is outmoded isn't it? PFDs don't have to be bulky and uncomfortable any more. Flotation can be had in very comfortable - even stylish - ways in a variety of jackets, Stormy Seas vests and Crewsaver inflatables. Maybe it is not reluctance, just plain not thinking in the heat of the tactics. Maybe it is in the inherent comfort of our normally mellow inland waters. But the Sound and the Lake can get nasty. Hey, if we are all smart enough to race boats, we're smart! No excuse really.

We need to keep the choice in our hands and use it wisely. Most of us don't want more rules handed down. We're adults! Let's use common sense and

hope that we never have a tragic situation. I understand that St. Francis YC in San Francisco has a rule mandating life jackets, no matter the conditions. I'd hate to see it go to that!



by "law". We're smart enough to know that we can't swim a long distance or stay afloat in cold water for an extended period.

Skipper prerogatives rule too. We were recently on a sturdy J-30 for a blustery race. Our skipper said, "Kids, put'em on"

## SCOTS'N WATER DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
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6/15/02	Volume 46, #4	<b>NY LAKES</b>	Ann Seidman	(518) 877-8731	pseidma1@nycap.rr.com
8/15/02	Volume 46, #5	<b>OHIO</b>	Barbara Griffin	(412) 653-3056	bardon87@aol.com
10/15/02	Volume 46, #6	<b>MIDWEST</b>	Harry Haack	(847) 362-7878	haackh@bigplanet.com
12/15/02	Volume 47, #1	<b>NEW ENGLAND</b>	Gary Werden	(508) 359-6708	gary4619@email.msn.com
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# Starting Line

## **Flying Scot Fleet 183 Invitational Regatta**

March 9 - 10, 2002  
St. Lucie Sailing Club  
Stuart/Palm City, FL

For more information, contact John Dixon at (561) 223-5076, (561) 283-3563 or email [jdixonsail@aol.com](mailto:jdixonsail@aol.com)

## **The 2002 Flying Scot MidWinter Warmups**

March 16 & 17, 2002  
Ft Walton Yacht Club  
Ft. Walton Beach, FL

For more information visit [www.fwyc.org](http://www.fwyc.org).

## **MidWinters**

March 18 - 21, 2002  
St. Andrews Bay Yacht Club  
Panama City, FL

For more information, contact Jim Robinson at (850) 913-6132, [sailaway931@home.com](mailto:sailaway931@home.com).

## **2002 Sarasota One Design Midwinters**

March 22-24, 2002  
Sarasota, Florida

Questions/Inquiries contact Jim Barr (941) 366 1972, e-mail: [jbarr3620@aol.com](mailto:jbarr3620@aol.com)  
Directions and accommodations see Web: [www.sarasotasailingsquad.com](http://www.sarasotasailingsquad.com)

## **2002 Chattanooga Choo Choo Classic Regatta**

April 27 & 28, 2002  
Privateer Yacht Club  
Chattanooga, TN

For more information, contact Bill Robertson (423) 870-8334, [fs50751@home.com](mailto:fs50751@home.com) or Doug Spohn at (423) 622-8389, [dbspohn@worldnet.att.net](mailto:dbspohn@worldnet.att.net)

## **26th Annual Great 48 Regatta**

May 4 & 5, 2002  
Lake Norman Yacht Club  
 Mooresville, NC

For more information, contact Jake Barnhardt at (704) 664-5086 or write at 129 Gainswood Drive, Mooresville, NC 28117. Pre-registration discounts prior to April 1, 2002.

## **Buckeye Regatta**

May 18 & 19, 2002  
Hoover Yacht Club  
Westerville, OH

For more information, contact Jay Huling at (614) 882-6464 or [jhuling@iwaynet.net](mailto:jhuling@iwaynet.net).

## **Second Annual Volvo Leukemia Cup Regatta**

May 18 & 19, 2002  
Carlyle Sailing Association  
Lake Carlyle, IL

For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, [JO1BL2@aol.com](mailto:JO1BL2@aol.com) or check the CSA website at [www.csa-sailing.org](http://www.csa-sailing.org).

## **25th Annual Mayor's Cup Regatta**

June 1 & 2, 2002  
Lake Townsend Yacht Club  
Greensboro, NC

For more information, contact David Raper at (336) 643-7071, [gwynedd22@worldnet.att.net](mailto:gwynedd22@worldnet.att.net)

## **Flying Scot Midwestern District Championship Regatta and Annual Egyptian Cup Regatta**

June 1 & 2, 2002  
Carlyle Sailing Association  
Lake Carlyle, IL

For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, [JO1BL2@aol.com](mailto:JO1BL2@aol.com) or check the CSA website at [www.csa-sailing.org](http://www.csa-sailing.org).

## **2002 Wife Husband Championship Regatta**

June 14 - 16, 2002  
Delavan Lake Yacht Club  
Delavan, WI

For more information contact co-chairs: Frank Gerry at (630) 466-1161, [fgerry@mc.net](mailto:fgerry@mc.net) or Jack McClurkin at (847) 991-8092, [JMclurkin@aol.com](mailto:JMclurkin@aol.com). Visit the Delavan Lake Yacht Club website at [www.dlyc.com](http://www.dlyc.com).

## **Full Moon Regatta**

June 15, 2002  
Monmouth Boat Club  
Red Bank, NJ

Skipper's meeting at 9:30 am; continental breakfast and lunch included. Entry fee will be waived for all skippers participating for the first time. For further information, contact Bill Ewing at (732) 530-6511 or [fs5246@yahoo.com](mailto:fs5246@yahoo.com).

## **Annual Governor's Cup Regatta**

June 15 & 16, 2002  
Carolina Sailing Club  
Kerr Lake, NC

For further information, contact Joleen Rasmussen at (919) 732-5410, [ejrasmussen@mindspring.com](mailto:ejrasmussen@mindspring.com).

## **45th Anniversary Regatta**

June 22 & 23, 2002  
Cowan Lake Sailing Association  
Cincinnati-Wilmington, OH

For further information, contact Bob Peterson at (513) 522-2203.

## **Greater NY District Championship Regatta**

July 5 & 6, 2002  
Westhampton Yacht Squadron  
Remsenburg, NY

For more information contact Ed Surgan (631) 288-2069 (weekends), (201) 567-5307 (days), or visit [www.yachtsquadron.org](http://www.yachtsquadron.org).

*Continued on page 20*

Continued from page 19

**Flying Scot Canadian  
Championship and  
Michigan/Ontario Districts**

July 13 & 14, 2002  
Stony Lake Yacht Club  
Stony Lake, Ontario

To include Greg Fisher Race Seminar. For more information on FSCC, please contact Douglas T. Smith at dtmsmith@sympatico.ca (705)876 8559. For more information on Michigan/Ontario Districts contact Forest Rogers at forest@vibrodynamics.com (734) 954 0452

**North American  
Championship**

July 20 - 26, 2002  
Pensacola, Yacht Club

For more information contact Bernie Knight at (850) 983-7247. Registration info to come in future issues of *Scots'n Water*

**2nd Annual Lake Saint Clair  
One-Design Invitational**

July 20 & 21, 2002  
Crescent Sails Yacht Club  
Grosse Pointe Farms, MI

For more information contact Ted Jeske at (313) 647-9124.

**New York Lakes  
District Regatta**

July 20 & 21, 2002  
Owasco Yacht Club, Fleet 181  
Auburn, NY

For info contact Peter Whiting at 315-252-2709 eves; 315-253-5231 days; plwhiting@aol.com.

**Sandy Douglass  
Memorial Regatta**

July 27 & 28, 2002  
Deep Creek Lake  
Maryland

For more information, contact Ed Peters at (301) 797-7824 or barmusic01@hotmail.com.

**97th Annual Ephraim  
Regatta**

August 3 & 4, 2002  
Ephraim Yacht Club, Fleet 44  
Ephraim, WI

For more information contact Nancy Claypool (504) 899-0935 or nclaypool1@cox.net. Visit the website at www.eyc.org.

**New England District  
Regatta**

August 3 & 4, 2002  
Stone Horse Yacht Club  
Harwich Port, MA

For more information contact Ned Steiger at (617) 268-8320, eaststeiger@yahoo.com or Chuck Winans at (561) 234-3386 (until May 1), winansca@mindspring.com.

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**16th Annual  
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August 10 & 11, 2002  
Saratoga Lake Sailing Club, Fleet 161  
Saratoga Lake, New York

For more information contact Peter and Ann Seidman (518) 877-8731, or email: pseidma1@nycap.rr.com, www.sailsaratoga.org

**Eastern Women's  
Invitational Regatta**

August 10 and 11, 2002  
Deep Creek Lake, Fleet 6  
Deep Creek Lake, MD

Contact Geri Meehan for more information at 703-293-9531 (Home); 301-387-7890 (Deep Creek Yacht Club/Weekends Starting Mid April, 2002)

**Harvest Moon Regatta**

September 7 & 8, 2002  
Atwood Lake  
Dellroy, OH

For more information, contact Jack Stewart at (330) 823-7885 or jfssail@neo.rr.com

**Annual Whale of a Sail  
Regatta**

September 14 & 15, 2002  
Carlyle Sailing Association  
Lake Carlyle, IL

For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, JO1BL2@aol.com or check the CSA website at www.csa-sailing.org.

**Grant Annual Regatta**

October 5 & 6, 2002  
Cave Run Lake  
Morehead, KY

For more information, contact Susie Stombaugh at (859) 885-3302 or fs2162@netzero.net

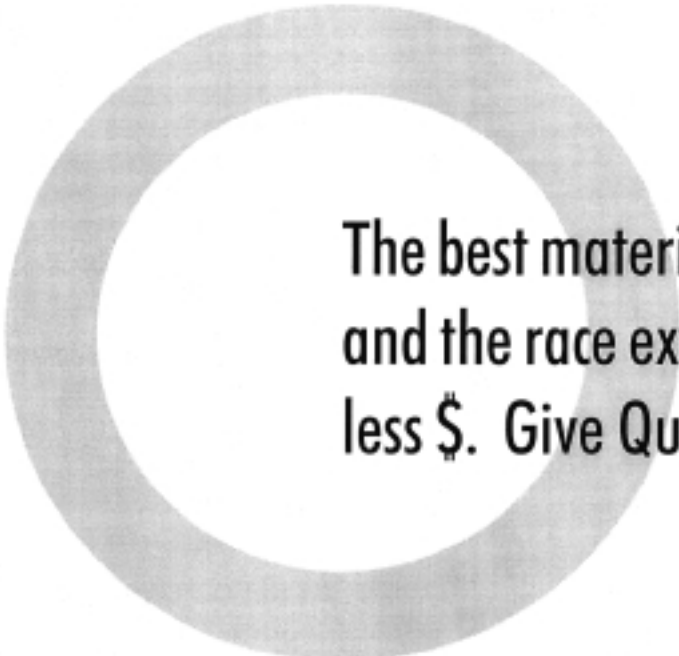
**NEW FLEET ANNOUNCEMENT!**

We proudly announce the creation of Fleet 184. Fleet 184 is located at the Hunterdon Sailing Club (HSC) on Spruce Run Reservoir, Clinton, NJ. HSC (<http://redkoh.com/hsc/index.htm>) was founded in 1964 as a not-for-profit corporation to promote the sport of sailing, both competitive and recreational. HSC has been the host for regional and national championship regattas for a variety of fleets the Sunfish, Jet 14, Albacore, Force 5 and Daysailer. Members of HSC have won over two-dozen National Championships.

Spruce Run is the third largest reservoir in the state after Round Valley and Wanaque reservoirs. Seasonal use of a dry storage facility is available for a nominal fee.

Currently, we have 4 Flying Scot members and are hoping to increase membership.

For Further Information Contact:  
Gary Nackman (Fleet Captain)  
(908) 359-8927  
Gary.Nackman@UMDNJ.edu



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# Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
<b>Capitol District</b>				
	5443	Carl F. Gerster	643 Flowering Fields PO Box 1421	White Stone, VA 22578
	3678	Robert Gordon	2665 W. Rock Road	Allentown, PA 18103
	5443	Joseph A. Saznowski	327 Long Lane Farm	White Stone, VA 22578
<b>Carolinas District</b>				
	4603	Dan Clark	1469 Kent Pt. Road	Kilmarnock, VA 24482
	2777	James "Jim" P Floyd III	402 Weathergreen Dr.	Raleigh, NC 27615-3217
48	5022	Dave Safirstein	21517 Delftmere Dr	Cornelius, NC 28031
<b>Florida District</b>				
36	5426	Dave Ortmyer	356 Maraca Street	Punta Gorda, FL 33983
<b>Greater NY District</b>				
	5422	Ed Flannigan	22 Van Wyck Lane	Lloyd Harbor, NY 11743
	4928	David S. Johnson	130 Bodman Place Apt. #14	Red Bank, NJ 07701
178	4832	J. Gordon Milnes	97 Stavola Road	Middletown, NJ 07748
<b>Gulf District</b>				
11	0086	Philip Schlecht	7495 Brookwood Way	Cumming, GA 30041
<b>Midwestern District</b>				
	216	Tom & Martha Bayer	717 Chantilly Rue	Green Bay, WI 54301
	5398	Jim Huemann	1322 Old Bay Road	McHenry, IL 60050
	5387	James M. Johnson	PO Box 1456	Taverse City, MI 49685
	1282	Bobby & Kim Specht	4234 East 12000 North Road	Peotone, IL 60468
1	4557	Robert Gallagher	10428 Shadyside Lane	Cincinnati, OH 45249
<b>Ohio District</b>				
165	312	Christopher R. Bollinger	1444 Cooper Glen Drive	Lexington, KY 40514
165	2774	Russell Sitter	1203 Moberly Road	Richmond, KY 40475
<b>Prairie District</b>				
	136	Bertrand J. Bauer	2821 Ridgeglen Way	Colorado Springs, CO 80918
<b>Texas District</b>				
	274	Rick Bonner	2215 Avondale	Wichita Falls, TX 76308

New Members this report 20

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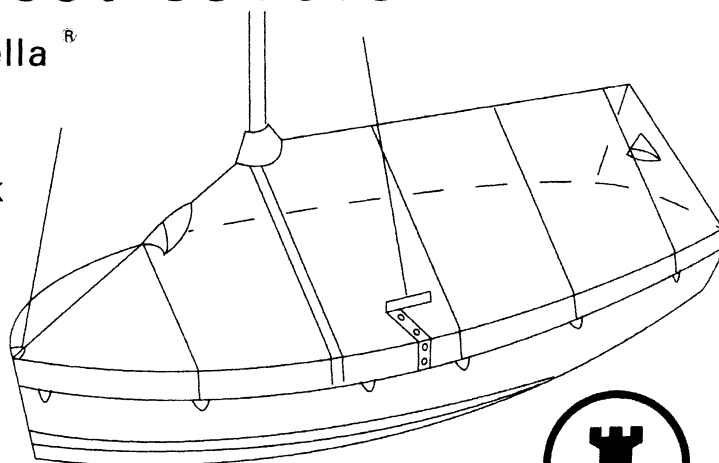
Cover has a tent-like fit  
 Delrin zippers with flap  
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 Hooded mesh vents  
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 Flat covers also available

### Options

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

### Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522



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# Caveat Emptor

*Submissions for Caveat Emptor must be 50 words or less. A \$15.00 fee is charged for placement in Scots'n Water, or \$40.00 for placement in Scots'n Water and on the FSSA Website. 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.*

**FS 609** – Totally rebuilt two years ago. White hull. Two sets of sails, main and jib; two and a half HP motor; new cover; removeable motor mount; anchor and lines. Good condition. Located in Mystic, CT. \$4000. Contact Don Seccombe at (508) 954-1782.

**FS 1663** – Douglass dry sailed classic. Blue with contrasting blue hull and accent stripe. Good condition. Two sets of sails, one spinnaker. Detachable motor mount, new MinnKota trolling motor, battery, trailer. New full "Sailor's Tailor" mooring cover. Kept on Lake Norman, NC. \$3000 obo. Contact Russell Lookadoo at (704) 366-8442, rlookadoo@email.com.

**FS 2979** – Douglass built, excellent condition with relatively new mast, boom and centerboard gasket. Recently painted blue and white. Sails used for 4 years. Trailer in excellent condition. Located in Mansfield, OH. \$3900. Contact Don Beddard at (419) 756-3903 or beddarddj@aol.com.

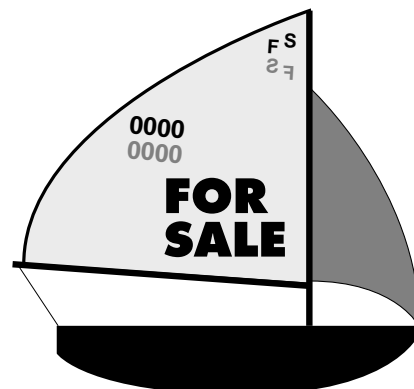
**FS 4021** – Douglass built, in excellent condition, used very little due to illness. White deck, blue hull, Schurr sails, detachable motor mount, anchor. Galvanized TeeNee trailer with spare. Dry sailed only. Located in Colorado. \$4500. Contact Dan at (970) 245-1977.

**FS 4255** – Excellent condition. Indoor storage last ten years except for two day sails. Main, jib, spinnaker, anchor, compass, outboard bracket, and trailer. Located in Westport, MA. \$6000. Contact Paul Kraus at (203) 393-2032, jankraus@aol.com.

**FS 4294** – 1987 Douglass, white hull with green stripe. Race equipped, includes 1987 TeeNee galvanized trailer and mooring cover. Dry sailed only. Excellent condition. Located in St. Peters, MO. \$5200. Contact Dave Bush at (636) 939-4176

**FS 5218** – White deck, gray hull, green trim, mahogany centerboard cap. Schurr sails and spinnaker, roll-up sailbags, motor mount, galvanized trailer with spare wheel. Dry sailed, stored inside. Like new condition. Located in Port Townsend, WA. \$8200. Contact Phil Meany at (360) 385-7363 or email to meany501@olympus.net.

**SAILS AND MORE** – Main and Jib in nice shape, always rolled, window in main, radials, foot shelf. Includes battens and sail bags (tubes) \$400/set. Acrylic cockpit cover in red, boom-tent style, \$150. New gooseneck assembly; many new Harken blocks, all 33% off inventory. SAILCOMP 103AC new in box, never installed, complete with instructions, \$450. FS blueprint mounted in black picture frame, \$40. Other parts and vintage *Scots'n Water* issues. Call Kevin @ (952) 473-7566 (days) or MacnCheez@aol.com.



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	FSSA class flag	\$20.00	
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	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	
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