

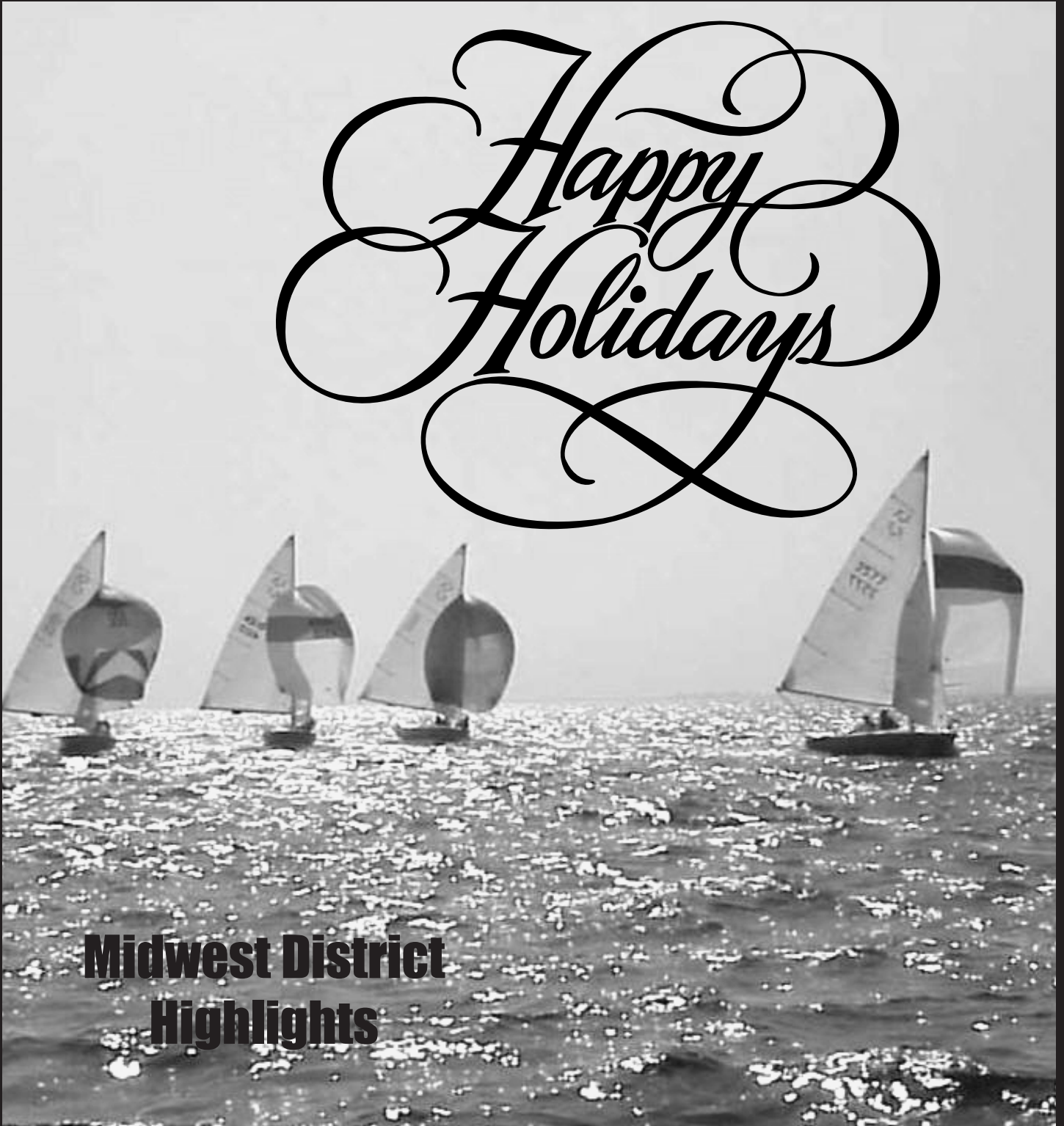
Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

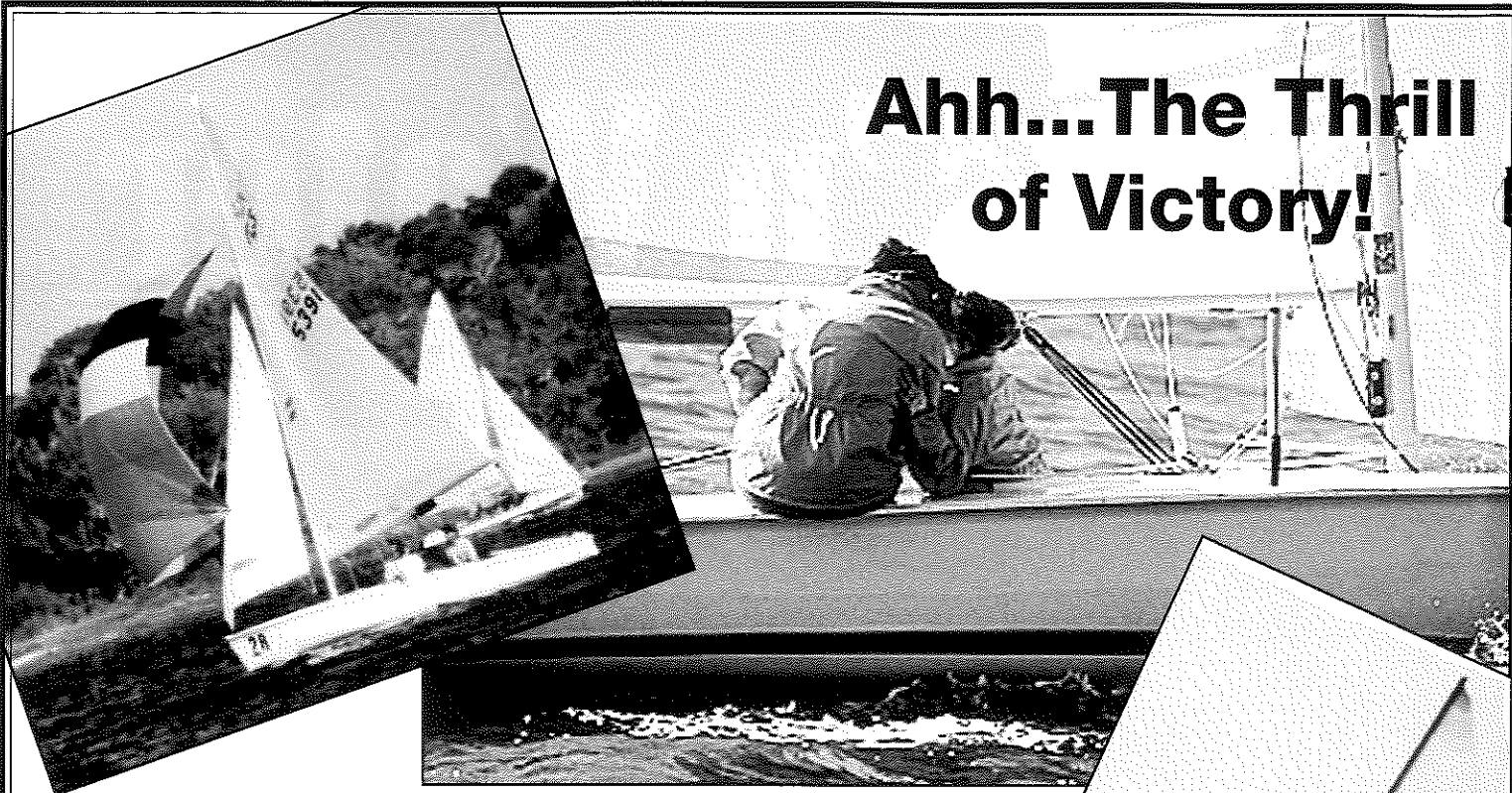
VOLUME 46 NUMBER 6 2002

*Happy
Holidays*

**Midwest District
Highlights**



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*Clockwise
from top left: Greg
Fisher, 2001 National
Champion (photo by Bob
Harrington); Harry & Karen
Carpenter, 2001 Wife/Husband National
Champions; Kelly Gough, 2002 MidWinter
Champion (photo by Bob Harrington)*

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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

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From the President

by Jim Harris, FS 4296

We had a great time at the 2002 NAC's at Pensacola Yacht Club. Bernie Knight, Regatta Chairman, did his usual fine job of running the affair. Lloyd Stagg, the Principal Race Officer, had some nervous moments but managed to get three races in on Thursday for an official regatta. Well done Lloyd!

The hospitality and arrangements provided by PYC were superb. Chip MacMillan, Commodore, worked on the regatta the full week. FSSA really appreciated your work, Chip. Of special note was the boat washing rig that really got the salt water off quickly. It sure saved all that hosing. Finally, the PYC championship chef provided great meals and received rave comments from everyone.

At the annual meeting, a new slate of officers was elected.

- President.....Jim Harris
- 1st ViceBill Ross
- 2nd Vice.....Bill Vogler
- Treasurer.....Susie Stombaugh
- Secretary.....Glenn Shaffer
- CommodoreDan Goldberg
- Immediate Past CommodoreTerry Dees-Kolenich
- FSSA MeasurerBob Neff
- Editor, *Scots'n Water*.....Sunshine Hartman.

There was lots of discussion during meetings, formal and informal, about non-racers and how to get them more involved in FSSA. The Flying Scot is a unique sailboat because it is a strict one-design racer and a very comfortable and safe day-sailor. The needs of non-racers are important because they comprise a large portion of FSSA. Since we are a volunteer outfit, we need ideas, suggestions and, most of all, follow through by some non-racers. For example, if you feel more non-racing articles are needed in *Scots'n Water*, are you willing to write one? If you would like to have a Flying Scot cruise or rendezvous, are you willing to organize it? Please let me know of any suggestions of how we can improve in this area.

FSSA Website

You nerds have probably noticed the revamped and improved website. Many thanks to Hank Sykes, our webmaster, and Dan Goldberg for their fine work. If you have suggestions for further improvement, please let Hank or Dan know.

2003 NAC

Bill Ross and Don Smith are already working on the 2003 NAC at Lake Norman, July 18-26, 2003. They have some unusual and interesting ideas. It should be fun.



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Flying Scot 2002 Midwest District Championship Regatta and CSA Whale of Sail Regatta

by Bill Clark, FS 5270

The 2002 Flying Scot Midwest District

Championship regatta was held at the Carlyle Sailing Association (CSA) on Carlyle Lake, Illinois, during 14-15 September 2002. Flying Scot Fleet #83 hosted the regatta. The Flying Scot Districts were originally scheduled for 1-2 June 2002.



However, record-breaking flooding at Carlyle Lake earlier this year forced CSA to close for sailing during the months of May and June, and the Midwest Districts had to be rescheduled.

Due to the compressed sailing season at CSA, it was decided to combine the Flying Scot Midwest Districts with the annual CSA Whale of a Sail Regatta. The Whale of a Sail regatta is a multi-class regatta that has been held at CSA every September for 30 years. This year we had 28 Flying Scots register for the Districts/Whale representing eight different fleets. CSA had a total of 128 boats register for the CSA Whale of a Sail regatta. Since the two regattas were held together, all Flying Scots that sailed were scored in the CSA Whale of a Sail regatta. However, only Flying Scots from the Midwest District were scored in the District Championship regatta.

We had great weather for the Districts/Whale with mild winds (5-10 mph) and sunny skies. The Flying Scot fleet had a separate start in the District/Whale regatta. Three races were sailed on Saturday. After the races on

Saturday, the Flying Scot sailors got together before dinner for an attitude adjustment and the traditional wine and cheese party. During this time, T-shirts and gift certificates that were donated to the Flying Scot District by SailNet.com were distributed to the participants. On Sunday a fourth race was sailed completing the regatta.

Larry Klick, FS 5150, from Fleet #140 in Minneapolis, MN won first place in both the Midwest District Championship and the CSA Whale of a Sail regatta. Trophies were awarded to the first five places in both the Midwestern District Championship and the Whale of a Sail. Jack McClurkin, Frank Gerry and Tony Minniti representing the Lake Delavan Fleet #114 won the Midwest District Fleet Championship trophy, which is awarded to the fleet having the top three finishers in the Districts. Larry Klick and his crew also won the Midwest District Century Trophy, which is awarded to the highest finisher who's combined age of skipper and crew is over a 100.

During the weekend regatta, a meeting was held and Tom Pinkel from Flying Scot Fleet #83 was elected the new

Midwestern District Governor succeeding Harry Haack.

All in all it was great weekend of sailing at the Carlyle Sailing Association. The racing was good; the competition was great; the annual FS wine and cheese party provided good camaraderie; and everyone had a great time.

Flying Scot Midwest District Championship

Place	Sail #	Skipper
1	5150	Klick, Larry
2	2922	Malmgren, Ryan
3	5404	McClurkin, Jack
4	3076	Pinkel, Tom
5	5015	Gerry, Frank
6	3952	Minniti, Tony
7	3882	Bamer, Felicia
8	5000	Moore, Paul
9	1901	Schultz, Don
10	3943	Woodworth, John

CSA Whale of a Sail Regatta

Place	Sail #	Skipper
1	5150	Klick, Larry
2	2922	Malmgren, Ryan
3	2162	Stombaugh, Susie
4	5404	McClurkin, Jack
5	3076	Pinkel, Tom
6	5015	Gerry, Frank
7	3952	Minniti, Tony
8	3882	Bamer, Felicia
9	5000	Moore, Paul
10	1901	Schultz, Don

25 Years Ago

by Michael Levy, FS

I saw last August was the 25th anniversary of Elvis' death, additionally that also marked the anniversary of the Charlevoix Michigan Nationals. Race 8 of those nationals is most likely the most infamous day in Flying Scot history.

I was crewing those nationals for Jack Seifrick and his sister Joni. We must have been one of the lightest 3 man boats (we were all juniors). During that week there were three storms (including the Friday storm) that blew down from Lake Superior on to Lake Charlevoix. During race 5 our mast started to bend below the shrouds on the last beat. We finished and on the shore we bent it straight on some saw horses.



During race 7 on Thursday the mast finally broke in the same spot and we demasted. Jack bought a new mast but decided not to rig it for just the final Friday race. Jack wanted to but we talked

him out of it. So Jack and I sat in his parents van to watch the last race from shore.

The whole day was a bit stormy. Tom Ehman was leading for the final beat when the storm hit and to my recollection he was the first capsized. In total, out of the 75 boats 30 or so capsized. I remember that many people went over with just the jib or bare poles. Jack's father capsized his Scot for the first time. When the storm hit, our view of the race course was obscured. 10 minutes

later, we saw all of the capsized boats, and helped many bail out that afternoon (which I think was sunny). Well that is my story, our vantage was unique for such a famous day.

Fleet Building - New Twists to the Never-Ending Challenge

by Frank Gerry, FS 5015

We always need to find new and real ways to attract and RETAIN prospective Flying Scot sailors, especially those that are interested in the racing thing. This retention challenge occurs at a critical time in the early stages of ownership when the new owner with friends or family have gotten their new boat, the euphoria of "wow, look what I just did" is almost ready to wear off, and now what are we going to do - "Yes, we went for a cruise or two and now we are ready to race - everyone says it's great - let's go do it"...

Well, this is the most important time to have experienced fleet members there to

offer some help and support. We have all gone through this stage, the first time on the race course can be brutal; the list of issues are enormous; how to start, fear of collision, crew duties and harmony, rules knowledge and application, sail trim, wind strength, spinnaker handling and on and on.

The Scot Fleet at Delavan Lake Yacht Club in Wisconsin has tackled this challenge in a special manner that fits our season and racing schedule. We created a "Fall Series" that starts the weekend after Labor Day when the club's formal fleet racing schedule concludes. We sail every Sunday morning until mid October. This gives us about five weekends where

we can focus on helping the newer sailors hone their racing skills in a lower intensity racing environment, yet we still race as a fleet. To keep the emphasis instructional and fun oriented, we assign the more experienced skippers and crew to sail with the new skippers and crew. We run about five short races in two hours then go back to shore, have lunch, and talk about it. The outcome has been real positive, with most of the new sailors feeling comfortable asking lots of questions and debating some of those finer points that we all think about. It's also a great place to leave the sailing mind over the winter!

Getting FS 05 Ready for the Starting Line

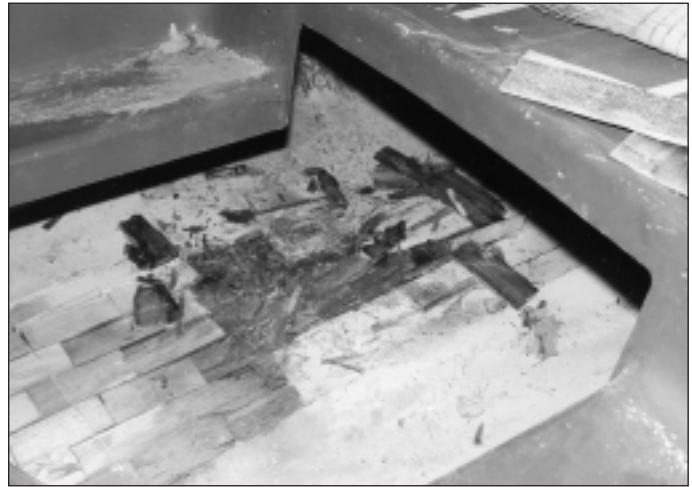
by Tony Minniti, FS 05

I'd like to share my experiences in restoring FS hull number 5. You might be interested to know the location of other classic flying Scot's. Number 1 hull is located in Deep Park, Maryland at the home of the boat manufacturer, Flying Scot Inc. Harry Carpenter salvaged it from a hurricane. They race this boat at regattas still today, the last being at the 45 Anniversary Regatta last summer. Hull #4 is in southern Illinois owned by Clark Ashby and sailed on Lake Carlyle. I have #5 in Delavan, WI. #6 was sailed, some years ago out of Delavan and now is in Annapolis MD, sailed by Harold Whitacre. #7 and 16 are at Deep Creek, MD and #11 is at the shop in Deer park, MD at this time. If the location of other "Classic Scots are known, I would like to know as that would be an interesting article.

Built in the summer of 1957, #05 has sailed on many lakes during its 45 years.

Sandy Douglass built this boat on order from Steward Wallace who lived in Climax, Colorado. He was head geologist at the Climax Molybdenum. When completed, Sandy, his wife Mary and son Alan delivered #05 to Colorado personally. Mr. Wallace named his new boat "Phalarope". In those years, Sandy would always deliver his new boats so that he could set them up for the new owners and he always had time to take them out for a "shakedown" sail, weather permitting.

So you ask, "How did number 5 come to leave Colorado?" Delavan Lake Yacht Club (DLYC) in Wisconsin had a fleet captain in 1988 named Jack McClurkin. He received a phone call from a Bruce Kerns who lived in Lawrence, Kansas. Bruce was looking to donate FS #5 to a sailing school, but the trick was that the boat had to be picked up. Jack said that the club would take it



The second layer of coring being chiseled away.

but he would need a little time to find someone going that way. As it happened another fleet member, Jack O'Brien had clients in the area and he could make the trip as a business call, all 570 miles, one way. When he arrived, #05 was in a cornfield, sitting on an old trailer. He had to rewire the lights and put on two new tires. The boat was in good shape and he made it all the way back to the club.

Jack McClurkin presented it to the club and it was used for adult sailing lessons. Needless to say, it was an ideal boat for beginning sailors, being stable, comfortable and easy to sail. Many who took classes ended up buying a Flying Scot. After many years of use, the sailing school decided that #05 was no longer needed. When I heard that....I decided to buy her. So there I was, a new owner of a classic Flying Scot that needed a lot of work. For the time being, I parked it along side my driveway and placed a tarp over it. In 1995, I had retired from a manufacturing plant as a tool and die maker and lived west of Chicago. We had bought a home at Delavan Lake a few years earlier and we decided to move there.

In Sept '98 our Fleet drove down to Clinton Lake for the "Glow in the Dark" regatta, hosted by Fleet #135 and the Hartman cousins. During the Saturday night feast, Hal Wilson, FS 1487 from our fleet, urged me to have #05 restored because in the summer of 2002 our fleet would host the Midwest Districts and it would be wonderful to have her on the start line.



The original layer of balsawood being chiseled away.

Continued on page 8

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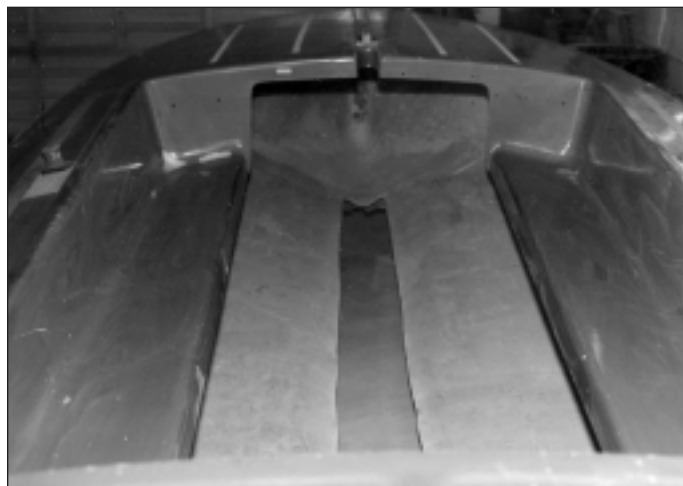
That was the boost I needed. The following Monday, I called Flying Scot inc. and said I was ready to restore #05. Karen explained that Harry would have to see the boat so that he could estimate the cost of restoring. I left to go to the shop on Oct 5 '98. This was my first visit to the boat company. There I had an opportunity to really talk to Harry and Karen and their crew. I even met Harold Timmerman, who was the foreman for 30 years although he had retired 11 years before. He still visits the shop a few days a week.

After inspecting the boat Harry calmly said that I should turn it around and drive it back to Wisconsin, it would be expensive to rebuild, in fact it might be cheaper to lift the centerboard cap off #05 and slide a new boat under it..... I explained to him that #05 was a CLASSIC and my goal was to have her back on the race course by next summer. With paper and pencil in hand, we went over all the repairs...all three pages of them. I would return after wintering in Arizona.

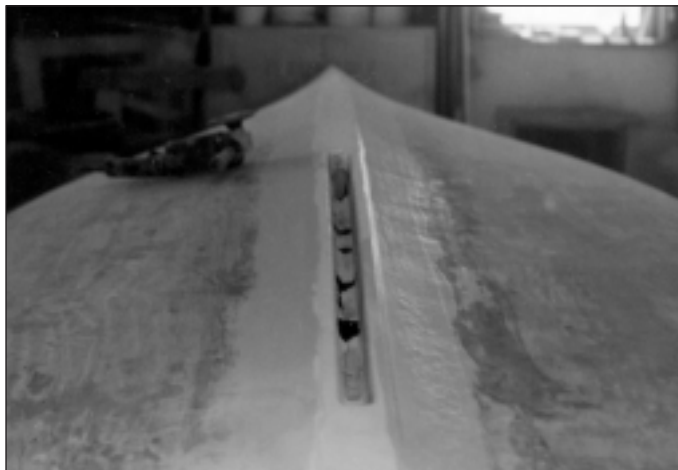
What repairs had Harry and crew done? Just to mention a few, recored the bottom, installed a new centerboard trunk and station, installed new foam flotation, new centerboard hoist, new centerboard gasket and molding, and epoxy painted the bottom and boot stripe. He even threw in an old wooden spinaker pole.

One of the more interesting repairs was recoring the bottom. One of the previous owners made an attempt to recore but instead of removing the old balsawood core, he laid another layer of coring over the top. The blocks were about 3 inches wide and 8 inches long, plus they only covered the walkway between the centerboard trunk and the bench. Harry had to chisel out the two layers right down to the fiberglass. They then cut through the hull to remove the centerboard trunk and remove the wood station since it would be easier to replace these rather than repair them.

Looking at the stripped out hull, Harry could see how deformed it was, so he put #05 into an old mold (one no longer used to build new hulls). Wherever the hull didn't conform to the mold, they would place iron weights. Eventually the hull would match the mold shape. They drilled holes throughout the mold and hull to bolt them together.



The two layers of coring removed. The center board trunk cut out.



The new centerboard trunk fiberglassed into place, and ready to sand.

Now came the job of glassing in the new centerboard trunk and installing the new station. After that cured, they lay the new balsa coring and covered that with resin and fiberglass. To finish, they speckle sprayed the entire floor. It looked like a brand new boat inside!!! They then turned the boat over and sanded the outside of the hull, primed and painted it with a boot stripe.

During the summer of 1999 I debated when to get started painting the topside and decks since I didn't have Harry do these. The only problem was that I'm not a good fiberglass painter and was concerned about the results. My friend Hal Wilson came to my rescue again and suggested a marine shop about an hour away. After liking their bid, I gave them the go ahead. This was Sept of 1999 and I explained that once again, I was wintering in Mesa, Arizona and I didn't need #5 until April. When I returned I called them to ask how the paint job was coming. He stated that the original bid was low due to the fact that he thought that he would be using about a quart of filler/primer but had used a whole gallon! Also the hull was painted twice before and he had had to remove all that paint and primer until he reached the gel coat. That way he knew his primer would stick to the gel coat. He had also installed new bumper molding and a non-skid deck. That's when I realized that it was best to leave that job to a professional!!!

I ordered all new hardware from Flying Scot, Inc and when I phoned them who should answer the phone? Eric Aamann, Sandy Douglass' first partner and former owner of the boat company!!!! He stops in the factory alot even though he retired some time ago.

Now that FS#5 has all new rigging since I had all the holes filled in during the restoration, I wanted to install all the hardware where I was used to it and where I liked it. (The only original rigging was the mast and boom.) She looked like she was brand new and was ready for the starting line at the Delavan Midwest Districts (of course I also purchased new sails for her). The Districts turned out to be a drifter and we could only finish two races which placed us in 8th .

Now I have new #5 in my barn, along with my other boat of 17 years, 3452. I'm not sure how it will turn out but I'm thinking that I don't really need two Flying Scots.....and I sure am proud of the way FS#5 looks and sails!!!

Amendment to the Official Sail Plan

1. As requested by the Governing Board the Measurement Committee is pleased to submit the following draft amendment to the Official Sail Plan. This amendment is drafted to establish a maximum roach (girth) for the jib. The main and spinnaker have had maximum girth requirements however, there has been no such requirement for the jib. To the present, the girth has been controlled by the batten position and length.
2. A number of factors have developed including cloth technology and tuning techniques that make increasing the roach of the look attractive e.g. a perception has developed that increased roach might offer a performance advantage. This has yet to be demonstrated and may not even be true. One thing is sure however, excessive roach

built into the jib will shorten the life of the sail, particularly in medium to heavy air (the air that is the most fun to sail in). A perception could develop that a light air jib and a heavy air jib would be required to compete successfully. This is not in the best interests of the class.

3. After considerable review with the primary class sail makers and with Members of the Measurement Committee the following revision to the official sail plan is offered:

The maximum leach roach of the jib is 5 inches as measured from a straight line connecting the head and the clew. The maximum roach can occur at any point between the head and the clew.

Specification Change - Sail Cloth Weight

The following amendment to Specification Article S-IV paragraph 1 was approved by the Board of Governors at the 2001 Midwinter Board meeting.

This amendment will have to be ratified in accordance with Article XX of the FSSA Constitution by submitting the approved change to the membership for a vote at the Annual Meeting at the 2003 NAC.

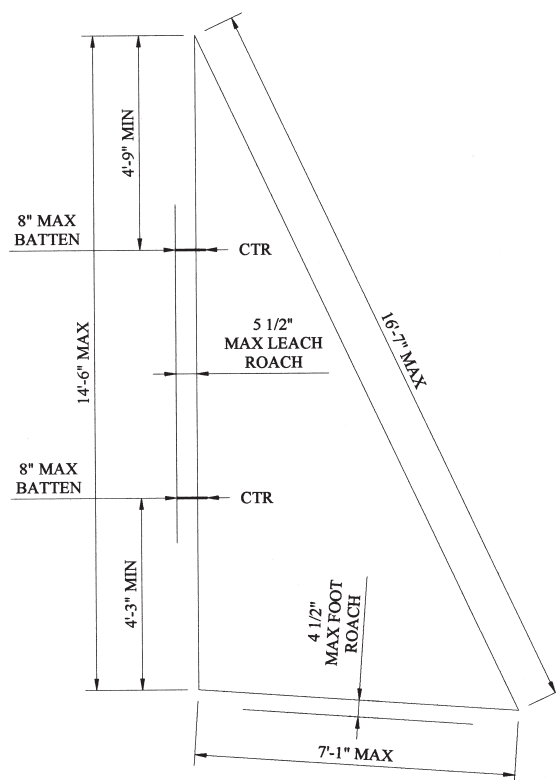
The wording of paragraph 1 of Article S-IV will remain as written with the following change:

Remove the existing second and third sentences:

No restrictions on type or weight of materials, except that sails made after January 1, 1988 shall not be made of laminated materials nor of materials less than 0.75 () ounces per square yard in weight prior to any treatment or coating. No spinnaker made of cloth weighing less than 0.75 () ounces per square yard greige cloth weight nor made of any other material than nylon can be used after 12-31-94.

Replace with:

The cloth for the main and jib made after 1/1/88 shall be a minimum weight of 3.7 ounces and for the spinnaker 0.75 ounces per sailmaker's yard (28.5"X 36 inches). The main and jib shall be of any woven non-laminated polyester (Dacron) and the spinnaker shall be of woven nylon.



International Race Committee and the Regatta Chairman Responsibilities

The International race committee (IRC) is a committee appointed by the President. Three members are from the Governing Board and two are from the district hosting the event; one of which is the District Governor. The Committee has jurisdiction over the management and conduct of sanctioned events, which are national in character. It works with the Regatta Chairman in the appointment of key race management personnel and judges. It approves nominations as presented by the Regatta Chairman. The IRC committee insures those appointed for key race associated positions have the qualifications as specified by the Class By-laws and Constitution.

The International Race Committee recognizes that the Regatta Chairman represents the host club and that the needs of the club and the relationship with the FSSA must be considered in the decisions affecting those relationships. The Class should never dictate, but rather guide the Regatta Chairman through the decision making process when making personnel appointments. At the same time the host club needs to understand that the event is that of the Class and should acknowledge that the Class has by-laws and regulations that need to be adhered to when managing events of national character. There must be a spirit of cooperation between the two.

The duties of the IRC and the Regatta Chairman are as follows:

1. Judges

- a. Potential judges should be identified, as candidates and those names and credentials should be presented to the IRC with recommendations by the Regatta Chairman, as to who should be selected. Guidelines for selection are covered in Article B-IX of the By-Laws.
- b. The IRC shall then confirm those appointments if they considered to

be appropriate. This is to be done before the actual appointment is made. The Judges, once appointed, shall have jurisdiction over the regatta as provided for in the FSSA by-laws.

- c. The Regatta Chairman and the IRC should be certain that at least one Judge is a member of the FSSA.

2. Principle Race Officer (PRO)

- a. The appointment of the Principle Race officer, like that of the Judges, is the responsibility of the IRC. It should consider nominations by the Regatta Chairman based on the individuals background and qualifications. Guidelines for selection are covered in Article B-IX of the By-Laws.
- b. The PRO, Regatta Chair, and the IRC should then work together to develop the Notice of Race and Sailing Instructions. Most of this will be done by the PRO and Regatta Chairman with final approval of the Sailing Instructions made by the IRC and the Chief Judge.
- c. Guidelines for various elements of the NOR and Sailing Instructions are covered in Article B-IX of the by-laws. Refer also to Appendix K and L of the Racing Rules of Sailing for information that must be included in those documents.

3. Pre Race Protocol

- a. At the beginning of the regatta the Judges, PRO, and the IRC should have a meeting, preferably before the Skippers Meeting in order to iron out any last minute issues that may have surfaced in the few days before the event.
- b. Judges will normally have questions for the PRO and will want to come to some understanding as to what to look for on the water, and

under what circumstance the PRO will welcome comments or suggestions during the course of events. Judges will tend not to interfere once racing begins.

4. Race Days

- a. At the end of each day, the IRC and the PRO should have a short informal meeting to discuss the days activities. This is an opportunity to give the PRO any feedback that would help him adjust the RC actions for betterment of the event. For example, maybe the courses are too long/short, RC boats on the course, mark placement, signal visibility, something that causes confusion or anything else that might affect the quality of the event.
- b. The IRC should not try to dictate to the RC. At this point, it is the PRO's responsibility to run the event. Positive feed back in good spirit is all that is needed.
- c. The IRC should feel free to discuss the days activity with the Judges, recognizing that the Judges are in control. They are always willing to listen and if there are ways they can help to make adjustments in the course of events, they most often will.

This document is meant to serve as a guide. The IRC, Regatta Chairman, and the Jury should all work together to make the regatta a memorable occasion. The skipper traveling back home will be making a decision as to whether he will come back to the next regatta. We want him to feel that everything was done on the water, and on shore, in a manner that will make him want to return next year. At the end of the week, if there have been no redress requests, and the judges have only heard boat to boat protests, then the IRC, Judges, and Pro will have done their part to make the regatta a success.

Proposed Notice of Race for Future North American Championships

At the 2002 Midwinters the Board of Governors requested that the International Race Committee consider a new format for the NAC. We surveyed the District Governors and other active racing members to see what they would like to have changed. What follows is a proposed Notice of Race that came out of that limited survey.

One thing that was evident from the members contacted is that we need to put greater emphasis on the venue and its selection. In the report to the Board of Governors, it was suggested that the FSSA create a "Site Selection Committee" that would review proposed NAC sites and report its recommendations to the Board for approval.

We would like to have feedback from all of the membership concerning this important issue. This is a major change, so we shouldn't take it lightly. You may contact or write Bill Ross, 1st Vice President, at RossWilliamB@aol.com.

The question is WOULD YOU ATTEND A NAC UNDER THE FORMAT AS PRESENTED?

Major Changes are:

1. Four days of racing vs. five.
2. Championship Scores carry forward from Qualifying Series.
3. Challengers start scores with clean slate for their Series.
4. Women and Juniors race on Friday.
5. Division splitting percentage changes.

The DRAFT NAC Notice of Race

You are cordially invited to attend the Flying Scot Sailing Association North American Championships to be held at the Small Boat Sailing Club on Lake Big Puddle located at Mudville, USA. The regatta dates are July XX-XX,XXXX.

1. Entries

a. The Championship is open to all members of good standing who complete registration with the Registration committee.

b. All boats standing rigging, running rigging, sails shall conform to the FSSA measurement standards as defined in the FSSA rules.

c. Under RRS 70.4(a) the right of appeal is denied for the Qualifying Series.

d. Fleet assignments for the Qualifying Series will be according to FSSA rules. Champion and Challenger Division split will be based on the top 45% moving into the Championship Division and the remainder into the Challenger Division. This changes FSSA rule XXXXXX.

e. This is a Category A event

2. Rules

a. The Race will be governed by the Rules as defined in the Racing Rules of Sailing (RRS).

b. The sailing Instructions will change RRS 61.1 such that a display of a Protest Flag is required to signify a boat's intent to protest.

c. Sailing Instructions will be available once a boat completes registration at the registration table.

3. Schedule

Day	Date	Warning Signal	Event
Saturday	Day1	0800 - 1900	Register/Measurement
Sunday	Day2	1400	Practice Race/Measure
Monday	Day3	1100 - ?	Qualifying Race 1 - 2
Tuesday	Day 4	1100 - ?	Qualifying Race 3
Wednesday	Day 5	1100 - ?	Champ Race 1 - 2 - 3
Thursday	Day 6	1100 - ?	Champ Race 4 - 5
Thursday			Annual Meet & Trophy
Friday	Day 7	0900	Women/Junior 1 -2 -3
Saturday	Day 8	0900	Alt Women / Jrs.

Note: Up to 3 races/day may be sailed in order to maintain the schedule. Friday is reserved as a make up day as needed for the Championship Series. Women's and Junior Series make up day will be moved to Saturday.

4. Courses

a. Courses to be sailed will be the Olympic or Windward Leeward courses as defined in the Sailing Instructions.

5. Scoring

a. The Low Point System Appendix A of scoring will be used. Eight races are scheduled of which none will be discarded for scoring. A boat's final score shall be the sum total of her scores for all races completed calculated based on paragraphs B & C below. This changes Paragraph A2 of the RRS.

b. Boats competing in the Championship Series shall carry all scores forward from the Qualifying Series into the Championship Series.

c. Boats competing in the Challenger Series will not carry scores forward from the Qualifying Series. They will be scored based on the races completed in the Challenger Series.

d. The minimum number of races to constitute a Series in the Qualifying and Championship Series shall be according to the FSSA rules.

Note: B & C above change FSSA rule XXXXXX

6. Registration procedures

7. Entry Form

8. Other regatta Information and Fees

9. Prizes

Notice of Race

Flying Scot Midwinter Regatta

St. Andrews Bay Yacht Club • Panama City, FL

March 23 - 27, 2003

RULES

The regatta will be governed by "the current version of The Racing Rules of Sailing (RRS)"; the prescriptions of the United States Sailing Association; The Flying Scot Sailing Association Class Rules; the Notice of Race except as any of these are altered by the sailing instructions; and by the sailing instructions and any amendments thereto:

ELIGIBILITY

The Flying Scot Midwinter Regatta is open to all members of the Flying Scot Sailing Association and will be sailed in two divisions. Each competing skipper shall elect Division 1 (Championship) or Division 2 (Challenger) when completing the entry form prior to the beginning of the series, except the winner of the previous year's Division 1 & 2 titles must compete in Division 1 (Championship).

SCHEDULE OF EVENTS

Registration and Sail Measurement:

1200-1700 Sunday March 23, 2003
 0800-1600 Monday March 24, 2003
 0800-1000 Tuesday March 25, 2003

Skippers Meeting:

1000 Tuesday March 25, 2003
 St. Andrews Bay Yacht Club Ball Room

Racing Schedule:

RACE	DAY/DATE	WARNING SIGNAL
Race 1	Tuesday 3/25	1220
Race 2	Tuesday 3/25	ASAP after Race 1 finish
Race 3	Wednesday 3/26	1220
Race 4	Wednesday 3/26	ASAP after Race 3 finish
Race 5	Thursday 3/27	1220
Race 6	Thursday 3/27	ASAP after Race 5 finish
Make-up Races	Friday 3/28	1020

FEES

Boats wishing to enter shall submit their check in the amount of \$125.00 before March 14, 2002 (after March 20, 2002 - \$145.00) non US Sailing members add \$5.00 to the applicable registration fee to:

St. Andrews Bay Yacht Club
 Attn: Midwinter Regatta Chairman
 218 Bunkers Cove Road
 Panama City, Florida 32401

NOTE: ALL FIRST TIME SKIPPERS (ATTENDEES) TO THE ST. ANDREWS BAY YACHT CLUB FLYING SCOT MID WINTER CHAMPIONSHIP WITH THEIR OWN BOAT, REGISTRATION WILL BE * FREE

* Must be Member in good standing in FSSA

*" NO" you can not call that crew member you picked up on the side of the road "Skipper."

SAILING INSTRUCTIONS

The sailing instructions will be available at registration and they will contain diagrams of courses to be used and a copy of the chart reflecting the general racing area.

SCORING

The Low Point Scoring System, Rule A 2 of the racing rules will apply (with six races scheduled of which three shall be completed to constitute a series), except that there will be no

AlumaLight[®] Custom Flying Scot Trailers Next Generation "WESCO"

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throw out. In addition, the first sentence of Rule A 2.3 is changed to read "When there is a tie between two or more boats in a series, the boat which has defeated the other boat(s) the greatest number of times shall be awarded the higher position.

If a tie still exists, the boat with the best finish in the last race, shall be awarded the higher position."

PRIZES

Skipper and crew prizes will be awarded to the boats that finish first in each race in each division. Series prizes will be awarded to the first seven place boats in each division.

NOTE: FIRST TIME SKIPPERS TO THE STABYC FLYING SCOT MIDWINTERS WITH THE BEST SCORES IN CHAMPIONSHIP AND CHALLENGER WILL RECEIVE PRIZES.

ADVERTISING

The regatta is designated Category "A" in accordance with racing rule 79 and appendix G.

BOW NUMBERS

Numbers provided at registration shall be applied to both sides of the bow of each boat approximately 6 inches below the deck and 6 inches aft of the bow. These numbers will be utilized during the Regatta in lieu of sail numbers to identify boats.

SAFETY

It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a

life jacket when conditions warrant, and to otherwise provide for his or her own personal safety. Competitors are reminded that all federal and state safety regulations should be observed.

LODGING

Days Inn Bayside
711 West Beach Drive
850-763-4622

Holiday Inn Select
2001 N. Cove Blvd.
850-769-0000

Best Western Suites
1035 E 23rd Street
850-784-7700

Howard Johnsons
301 E. 23rd Street
850-872-8585

Days Inn
301 West 23rd Street
850-785-0001

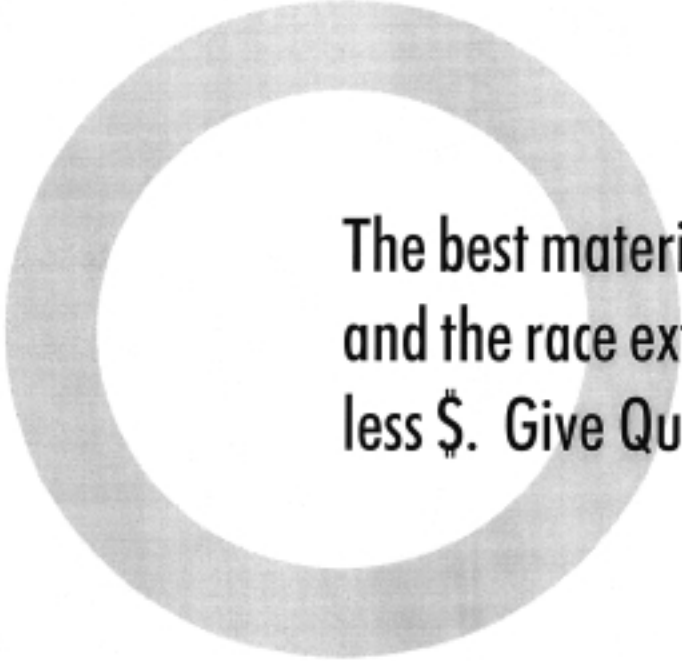
LaQuinta Inn
1030 E. 23rd Street
850-914-0022
800-687-6667

Comfort Inn
1013 E. 23rd Street
850-769-6969

CONTACTS

Regatta Chairman:
Jim Robinson
(Home) 850-913-6132
(Fax) 850-913-8249
(cell) 850-814-3792
sailaway931@comcast.net

Regatta Headquarters
St. Andrews Bay Yacht Club
850-769-2453
218 Bunkers Cove Road
Panama City, Fl. 32401



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Keep Your Focus Where it Needs to Be...

Sailing Fast in the Right Direction!



The Flying Scot is a strict one-design class. The rules work very well controlling the important factors affecting the speed of the boat through the water. There are only a few things we can do to get around the course faster.

- Use rigging and control systems that allow more efficient boat handling by your crew.
- Use compasses that are easy to read and helpful when making tactical decisions.
- Provide convenience and safety items that improve comfort of the crew.

Keep the crew comfortable, give them systems to make their job easier and they can focus on making the boat go fast in the right direction. A winning strategy!

The boat shown is a composite of many ideas gleaned from Scot sailors over the years and some new ideas from the recent NACs in Pensacola.

Sailing fast in the right direction is a lot easier with the Tacktick Micro digital compass - The best digital compass on the market and it's simple to use, easy to read, solar powered, waterproof and portable.

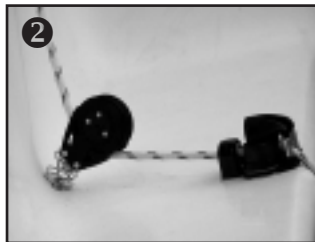
Holding power on the jib sheets seemed to be an issue at the NACs this year. The small amount of wrap on the ratchet on the track gives limited holding power when used with cleats on the seat. I saw a variety of methods used to increase holding power, some with pretty tortuous paths. The solution shown mounts Harkens Carbo Ratchamatic® blocks on the seats along with the cleats. This increases the wrap to nearly 90° increasing holding power significantly.

Ratchamatics® provide an added benefit. They are spring loaded and the ratchets only engage when loaded up and then free wheel when the sheet is released. They are great for all ratchet applications on the Scot including the spinnaker. My daughter loves the Ratchamatics® along with the new lightweight Maffiola spinnaker sheets weighing in at ~1.2lbs./pair.

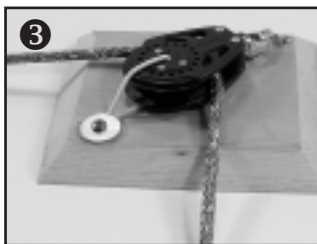
Sailordave
Dave Batchelor



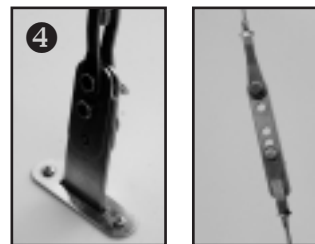
Micro Compass
T061 Tacktick Micro **\$349.60**



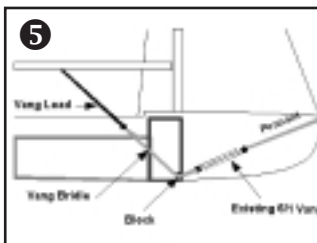
Jib Ratchets
H2625 Ratchamatic **\$54.40**
H238 Cleat w/bulls eye **\$32.70**
H328 Roller Cam Fairleads **\$ 8.15**



Spinnaker Gear
H2625 Ratchamatic **\$54.40**
FSTSP Tapered spinnaker pole **\$149.99**
MAF316 Maffiola spin sheets 3/16 **\$0.63/ft**
MAF14 Maffiola spin sheets 1/4 **\$0.86/ft**



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LL8020 Complete tight rig kit **\$39.95**
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A Tale of Two Sailors

by R. Norton Richard, FS 3444

After a dozen years racing bigger boats on Lake Michigan, my wife Ann and I, in an unusual burst of sensibility, bought our Flying Scot and began racing it with the fleet on Lake Chautauqua in far western New York state where we have a summer house. Early in July of this year, we capsized for the first time. Capsizing is a poor racing tactic since it really slows you down. It was a meaningful learning experience for us though, and I thought some of the lessons it taught us might be worth passing along. I might suggest practicing it when sailing alone rather than in a race but there are good reasons for being careful doing so, as we discovered.

We were holding onto third but were being pressed as we doused the spinnaker in preparation for rounding the last leeward mark after an exciting ride downwind in the rising and gusty wind. About three boat lengths from the mark a strong puff caught us and started turning the boat upwind in a serious broach. I couldn't turn further downwind without going to the wrong side of the mark, but I could not hold course without being overpowered. Slowly and with considerable dignity the boat rounded up and tipped on its side. First the boom and then all of the mainsail up to the masthead went into the water. When the rudder came out of the water I was no longer in charge. Since Ann and I were both inside the cockpit, there was no question of going over the rail onto the board. We had run out of options.

In a voice that was about a half an octave above normal, Ann asked what we should do now. I told her to get into the water. I was standing on the lower seat back with my body parallel to the deck, and just stepped forward. It was the first time I had been swimming this year.

As we always do when the wind picks up above "gentle", we had put on our life

jackets before the start of the race. If we had not, it might have been a very different afternoon. I was amazed at how quickly we tired, paddling around the bottom of the boat and pulling down on the centerboard to get the boat upright again. Having to keep ourselves afloat, or trying to put life jackets on while in the water would have added immensely to our problems.

The task of getting back into a Flying Scot from the water was one we were not able to address. We had made sure the mainsheet was running free, but the jib was still cleated, and when the boat came upright, she started slowly sailing away from us. Neither one of us could get a hand on the stern safety rope, or anything else to hold onto, before it was out of reach.

If we had been on our own, this could have been the beginning of a long and sad tale as we treaded water, trying to flag down a rescuer while watching our boat sail itself into whatever mischief it could find. But this was a race and, on Lake Chautauqua at least, there is always a small fleet of powerboats drifting near the marks to watch the racers' expert sail handling and learn creative new uses for works they hope their children can't hear. Thank God more than one of them was at this mark on this day.

Two boats went after the Scot and headed her up onto the wind. Another came to us and helped us aboard. In minutes we were reunited with our craft, which took a nice piece of seamanship on our rescuers parts, since the spinnaker was laying out to windward under the boat and the chop was considerably higher than I remembered it to be when we were sailing.

Back on the boat we thanked our rescuers again, trimmed the main so it was luffing back to the battens, took the flap out of the jib, headed the boat on a

tight reach toward home, and just sat there. As the exhaustion seeped out of us we took stock of how well the boat had handled getting sideways in the water. There were no more than five spongefuls of water in the bilge. One by one we inventoried all the things I feared had been lost overboard. Nothing was missing. Even the Tupperware box with anchor, tools, rigging tape, and all the little stuff you think you might need but probably shouldn't be carrying around with you in a race, was still snug up under the bow. The white sails were dry by the time we got back to the dock and the spinnaker dried quickly on the lawn.

What could have been a real adventure with the potential for major damage to our boat and to whatever it ran into as it abandoned us on its solo flight across the lake, or worse, ended as little more than a great topic of conversation at the Yacht Club party that was being held that evening and a missed opportunity for doing well in a club race.

Lessons learned:

1. Put your life jackets on before you need them. It was not lost on us that the start of the race had to be moved because the county sheriff was dragging the lake in our usual starting area for the body of a man who had drowned earlier in the week. He was not wearing a life jacket when he went off his sailboat.

2. It is important that one of you hurry around to the centerboard. Having someone hanging onto it will go a long way toward keeping the boat from turtling.

3. Before both of you go scuttling around to the bottom of the boat, make sure all the sheets are released. How to handle the spinnaker, if it is up when the boat goes over, is a lesson we have still to ponder.

Continued on page 16

2002 Special Olympics Regatta

June 29, 2002

White Rock Lake, Dallas, Texas

by Joni Siefrick

The Corinthian Sailing Club has been involved with the Special Olympics in Texas for three years now. It has been a wonderful opportunity to introduce and teach others about sailing and be true Corinthians. Every year as the regatta approaches, the faithful gather to organize and participate in this event with attitudes of service that can astound and encourage others.

We usually have less than 10 participating athletes, which we pair with a Unified partner for a three race regatta sailed in Flying Scots. Most of our athletes come from Duncanville, a northern suburb of Dallas. These athletes have all gone through the same classes in High School, and often use photos and stories from the regatta in their schoolwork. Their dedicated teacher, Sharon does everything she can to promote and support the regatta with present and past students.

We have two athletes that are traveling to Ireland for the World Games in 2003. Steve Comen and John Diggins are the Unified Partners that will be sailing Fireflys with them in the regatta out of the Royal St. George Yacht Club in Dun Laoghaire, Ireland, just south of Dublin. Several of the Corinthian Club members will be going along to cheer the teams on and take in the local activities. Look for future dispatches about the teams as they participate. The website is www.2003specialolympics.com.

Our Club has grown stronger and more unified through participating in this event. Although Flying Scots are used in the regatta, and most of the Unified Partners are Flying Scot sailors, Lightning sailors provide race committee, and many other supportive roles are filled from other fleets. As this event grows to include more athletes from Texas, we will continue to support and encourage the sport of sailing through the Special Olympics.

Continued from page 15

4. Expect to get really tired in a hurry. Fatigue will limit how much you will be able to accomplish. Do the important stuff first. We were lucky, both the air and water were warm, and the waves had not had time to build.

5. The Flying Scot proved to us its reputation as a boat that will take care of you. Perhaps we were lucky, but the fact that the boat came back up easily, wasn't full of water, and that nothing was lost overboard was impressive.

6. Be aware that it can happen to you. When the race started it was a calm enough day that the thought we might end up in the water never occurred to me. I had, however initiated the practice of leaving my wallet ashore. I now have zip lock bags on the boat in case I forget, even though stuff in the under-deck lockers will stay dry - unless you turtle, of course.

7. Wave and say a friendly "Hi" to all those power boaters out there. They come in darned handy from time to time.

Acrylic Flying Scot Covers

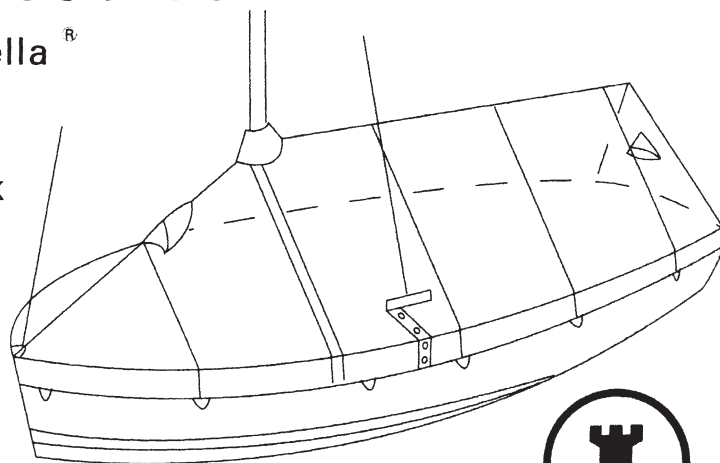
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Cover has a tent-like fit
 Delrin zippers with flap
 Velcro enclosures for stays
 Hooded mesh vents
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Options

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 Drawstring/shockcord in hem
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Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522

First Senior Nationals - A Masterful Beginning

by Bill Ewing, FS

Beautiful weather, great food and drink, excellent race committee work, plus a terrific group of sailors characterized the first annual Silver Piper regatta. Participants came from seven states including one entry from Florida.

Selby Bay Sailing Center in Edgewater, MD and Fleet 42 were the hosts for the regatta on October 5 and 6 for skippers 60 years and up. The concept of a stand alone senior championship was presented to the executive committee at the 2002 Midwinters. Bob Neff and Harry Carpenter immediately stepped forward to begin to make it a reality. It was a big undertaking with little time to prepare but the members of Fleet 42 not only made it happen, they put on one great weekend. Everyone arrived Friday afternoon and several teams went for a sail in the 5-15 knot breezes. Appetizers and beverages began early and continued through the evening, while sailors mingled and got reacquainted.

PRO Harry Carpenter was seriously challenged by the fluctuating winds early Saturday, but managed to run 2 good windward/leeward races as the breeze increased to 10 knots by afternoon. Competition was closer than the scores indicate. Frank and Debbie Gibson sailed to an impressive victory in the first race, while Peter Salmon-Cox came on strong after experiencing some bad luck in the morning's light air.

The Saturday evening crab feast was just that...with more than enough fresh crabs, a multitude of mallets and plenty of paper towels. After dinner, a few predictable comments were heard regarding the age of this regatta's participants. The "Silver Piper" regatta, coined by Karen Carpenter, temporarily became the Viagragatta.

Very early Sunday morning a front came through, dropping temperatures 10-15° and increasing winds to 25 knots. Sailing was postponed for an hour - then the fleet left the dock in a



Photo by Dan Neff

beautiful 12 knot northerly. Since Eileen and I didn't know what kind of weather to expect on the Chesapeake in October, we invited Thom Lee (from the DYC clan) to sail with us. We were glad to have him on board not only for the hiking power but for the brainpower as well.

At trophy presentation, each sailor was given an on-the-water photograph of his yacht taken by Dan Neff and distinctly matted by Mary Ellen Neff. Trophies were consistent with the regatta's theme: beautiful Douglas plaid wool throws (to keeps us seniors warm) with a specially designed Silver Piper logo embroidered on the corner. Thanks to the Neffs for researching the plaid and creating these wonderful keepsakes. Harry and Karen Carpenter donated the perpetual trophy, a beautiful silver bowl with an engraved SP logo.

We thank everyone involved for a wonderful time and hope more of the over 60 crowd will join us next year.



Photo by Dan Neff

Race Results.

Pl.	Boat#	Skipper and Crew	Total
1	5246	Bill Ewing/Eileen Ewing, Thom Lee	4
2	5344	Frank Gibson, Debbie Gibson	9
3	5047	Peter Salmon-Cox, June Schneider, Chris Swensen	13
4	4799	John Eilers, Jim Diemar	13
5	5050	Dick Newell/Sue Hauser	15
6	81	Charlie Fowler, Ray Russell	17
7	4937	Dave Jacobsen, John Cooke	18
8	5505	Bob Neff, Mary Ellen Neff	24
9	5318	Jeff Penfield, Kurt Pfaff	29
10	2707	Roger Schermerhorn, Pat Schermerhorn	30
11	4119	John Barnes, Dave Gillingham	31
12	5468	Mike Noone, Brenda Noone	36
13	2324	Charles Carpenter, Brad Carpenter	37

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Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts. **\$38.25**

Clip to hold extension to tiller. **\$1.95**

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. **\$65.70**

Clip to hold extension to tiller. **\$2.55**

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. **\$198.00**

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Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL **\$28.00**

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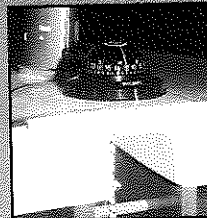
Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All **\$11.00**

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**

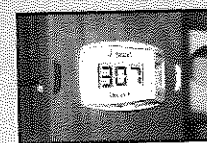
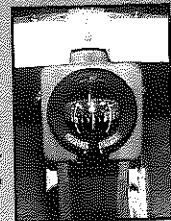


Aquameter Sailor II Compass & Mount...

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. **\$77.00**

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. **\$220.00**

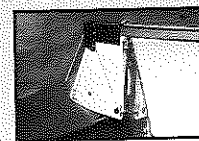


Tacktick Micro Compass & Mount...

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Stainless Steel Mast Sleeve...

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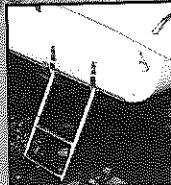


Rudder Lift System...

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. **\$83.00**

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**
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Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete **\$150.00**



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Fleets In

NORTHEAST DISTRICT REGATTA STONE HORSE YC, HARWICH PORT, MA AUGUST 3 & 4, 2002

The weather for both days was as beautiful as one could expect on Cape Cod. Winds were a little on the light side for Nantucket Sound at 12 - 16 but more than adequate for good racing.

Thirteen visiting boats from throughout the District joined together with thirteen local boats to produce 26 boats on the starting line. For the first time, (in the memory of the writer), no boats came from outside the district making this a truly District affair. Maybe that's because no boat from outside the district has ever won the trophy in the 30 or so years since its inception.

Four races were sailed on Saturday, and two races were sailed on Sunday with the option of one throwout for the series.

Duxbury YC took top honors for the series with all three of their Championship fleet entries placing among the top 4. Duxbury's fourth boat won the second division. .

FLYING SCOT JUNIOR NAC'S OCTOBER 20, 2002

We sailed the Flying Scot Junior NAC, which was postponed indefinitely last July due to weather, on Sunday, October 20 at the Pensacola Yacht Club. Three races were scheduled, but the third was abandoned due to weather.

Race Results.

Place	Skipper and Crew	Yacht Club
1	Andrew Eagan, Gary Taylor, Jackson Benvenuti	Bay Waveland
2	Katherine Santa Cruz, Randy Santa Cruz	Bay Waveland
3	Adam Brewer, Ana Brewer, Lauren Whitehurst	Pensacola

OPEN HOUSE REGATTA WHITE ROCK LAKE, DALLAS, TX OCTOBER 21, 2002

Weather has always been a challenge when sailing in Dallas; and this year's Open House Regatta was very challenging to say the least. The lake flooded after heavy rains Friday and knocked out power to the club. As often happens in conditions such as this, we gathered in the parking lot Saturday for registration, to watch the water recede, and to have lunch.

After a quick clean up, we headed out to a 2:30 start and sailed one race in fluky wind on a debris-encrusted lake. The second race was started but recalled several times despite the "I" flag. The committee raised the dreaded "Z" flag for the third re-start and yet another general recall horn was sounded. Just before the fourth restart, the wind died and races were aban-

doned for the day. Two races were run on Sunday with the "Z" flag still up. In the last race of the regatta, Kelly Gough was early at the start and given a 20% penalty, handing the regatta win to Richard Wade and Jennifer Meredith.

Championship Race Results.

Pl.	Boat#	Skipper and Crew	Total
1	5471	Richard Wade, Jennifer Judkins	11
2	5454	Kelly Gough, Dave Farrenta	12
3	5167	Bill Draheim, Jeff Perna	12
4	436	David Mendelblatt, Kai Kunnapus	14
5	280	Ryan Glaze Houston, Jake Scott, Jana Glaze	18

Challenger Race Results.

Pl.	Boat#	Skipper and Crew	Total
1	1594	J.C. Adrian, Judy Adrian	10
2	4916	Bill Heck, Richard Young	13
3	5337	Chris Sulek, Williams McIntyre	14
4	4689	Bob Harrington, Kathy Minyard, Audrey McKay	16
5	2569	Mike Taber, Louis Rodencal	17

JUBILEE REGATTA PENSACOLA YACHT CLUB NOVEMBER 6-7, 2002



The Blue Angels Air Show over the race course.

Regatta Chair, Bernie Knight provided all the sailors with good times and good food for the annual Jubilee Regatta this year. PRO GW Hartman and crew, Jim and Myra Brown and Sunshine, watched the Blue Angels show over the racing of Flying Scots and Thistles. What a beautiful way to spend the day!

Two races were held on Saturday in light winds but on Sunday morning the wind was up for three additional races before the weather changed to wet and wild.

Race Results.

Pl.	Boat#	Skipper and Crew	Total
1	5107	Doc Bellows, Terri Swift, Micki Gramm	8
2	GYA 12	Doug Sansom, Andrew Eagan	11
3	GYA 41	Mike Mark, Karl Kleinschrot, Andrew Grennen	16
4	4510	Larry Taggart, Carrie Berger	25
5	GYA 11	Hunter Riddle, John Knoll, Brendan Mccoy	28
6	GYA 231	Dick Piatt, Chip McMillan, Carol Piatt	30
7	3577	John Domagala, Suzie Domagala	33

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Name _____ Phone _____ Sail # _____

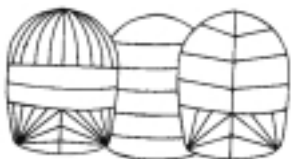
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Starting Line

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For more information contact Dick Slozar
Phone 305-664-8843, dslozar@bellsouth.net

Fleet 150

February 22 and 23, 2003
Lake Eustis Sailing Club

For more information contact Chuck Smith.
Phone 407-880-1476, chuckswines@prodigy.net

St. Lucy

March 8 and 9, 2003
Stuart, Florida

For more information contact Joe Price at
561-781-7010

Mid Winter Regatta

March 23 - 27, 2003
St. Andrews Bay Yacht Club
Panama City, FL

See Notice of Race on page 12 and 13 of this
issue.

Mt. Dora

April 5 and 6, 2003
Florida

For more information contact Chuck Smith at
407-880-1476, chuckswines@prodigy.net

Melbourne

April 19 and 20, 2003
Melbourne Yacht Club, Florida

For more information contact Bob Aversa at
305-664-8843.

Jax Mug Race

May 3 and 4, 2003
Rudder Club Florida

For more information contact Jon Hamilton at
352-392-2999, hamilton@ufl.edu.

Wife Husband Regatta

June 20 - 22, 2003
The Grand Maumelle Sailing Club
Little Rock, AR

Check back for more information.

Michigan/Ontario Districts

July 12 and 13, 2003
Crescent Sail Yacht Club
Lake St. Clair, Grosse Pointe Farms, MI
For more information contact: Chris Bahash,
Fleet Captain, cbahash@yahoo.com, 313-885-
8111 or Forest Rogers, fs5230@aol.com, 734-
954-0452.

North American Championship

July 19 - 26, 2003
Lake Norman Yacht Club
Near Charlotte, NC
Check back later for additional information.

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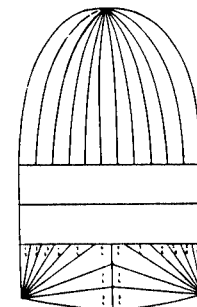
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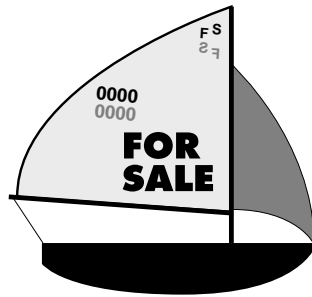
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FS 2927 – 1977 Customflex, white deck and hull with red stripe. Three main and jib sets, one spinnaker. Under-deck spinnaker sheets. Harken blocks. Full boom cover. Galvanized trailer. Sailed only in fresh water. \$2000. Located in Chicago, IL. Contact Kanee McBride (312) 341-6360 or (773) 764-9877.

FS 3302 – 1972, new bottom paint and boot stripe, new mooring & sail cover, new mahogany centerboard cap, tiller and block-mounts. Main, Jib, Spinnaker w/sail bag. 3.6HP Mercury motor & heavy duty trailer. \$3000. Located in Ontario, Canada. Contact Hali Barber (905) 684-1991, hali_barber@sympatico.ca.

FS 3411 – Factory rebuilt in fall of 1999 and sailed only several times since. White hull and deck with blue waterline and trim. New mast, boom, rudder, tiller, sails, galvanized trailer and mahogany centerboard cap. Main and jib with windows, rudder lift system, cockpit tent style cover. Located in Maine. \$8500 OBO. Contact Walter Laqualia at (207) 537-2091.

FS 3901 – Douglass built 1983, Good condition. Two sets of sails, one spinnaker. Three and one half hp motor, removeable motor mount, anchor and lines and trailer. \$4500. Located in Morganton, NC. Contact Peter Hampson (828) 432-0727, pjhampson@earthlink.net.

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FS 5177 – Flying Scot built in 1998. Well cared for, off white hull with red trim. Main, Jiffy reef, Jib, Spinnaker, mooring cover & trailer boat cover, anchor & electric motor. Asking \$8800. Located in Palm City, FL. Contact William Whittaber, (772) 336-9601.

Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA class flag	\$25.00	
	FSSA Burgees	\$15.00	
	FSSA Shirt , (Dark Blue, Denim, Red, Navy, White) Sizes: M, L, XL, XXL	\$30.00	
	FSSA Hat (Red, Denim, Khaki)	\$15.00	
	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"	\$30.00	
	Sixty Years Behind the Mast by Sandy Douglass	\$20.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	

S & H Charges:		Merchandise Total
\$6.00 on orders up to \$25.00	*Add Shipping & Handling (S&H)	
\$8.00 on orders \$25.01 - \$50.00		
\$10.00 on orders \$50.01 - \$100.00		Total Amount of Sale
\$20.00 on orders \$100.01 or more		

SHIP TO: (Please Print)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Telephone Number (Daytime) _____

Method of Payment: Mastercard Visa AMEX Check (Payable to FSSA)
 Credit Card Number _____ Expiration Date _____

Signature _____

**Mail Order Form To: Flying Scot® Sailing Association
 3008 Millwood Avenue • Columbia, SC 29205**

Credit card orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST
 Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

MY ADDRESS LABEL IS NOT CORRECT

Name _____

Street _____

City _____

State/Zip _____

Change: Temporary Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

**Flying Scot® Sailing Association
 3008 Millwood Avenue
 Columbia, SC 29205**

Address Service Requested

**Periodical
 Postage
 PAID
 Columbia, SC
 29201**

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