

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 47 NUMBER 4 2003

**Looking For The
Perfect Start?**

**Putting On
The Show**

**Championship
OF CHAMPIONS**

**Great 48-
2003!**

**FSSA
Web Site
TIPS**

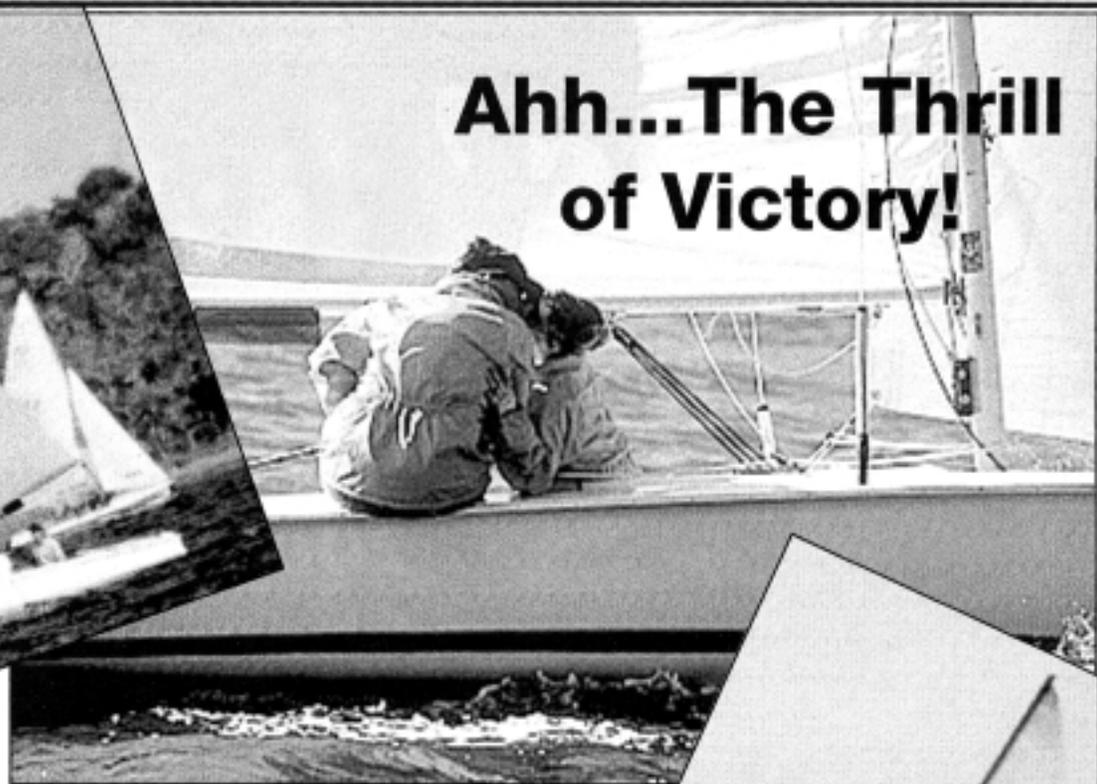
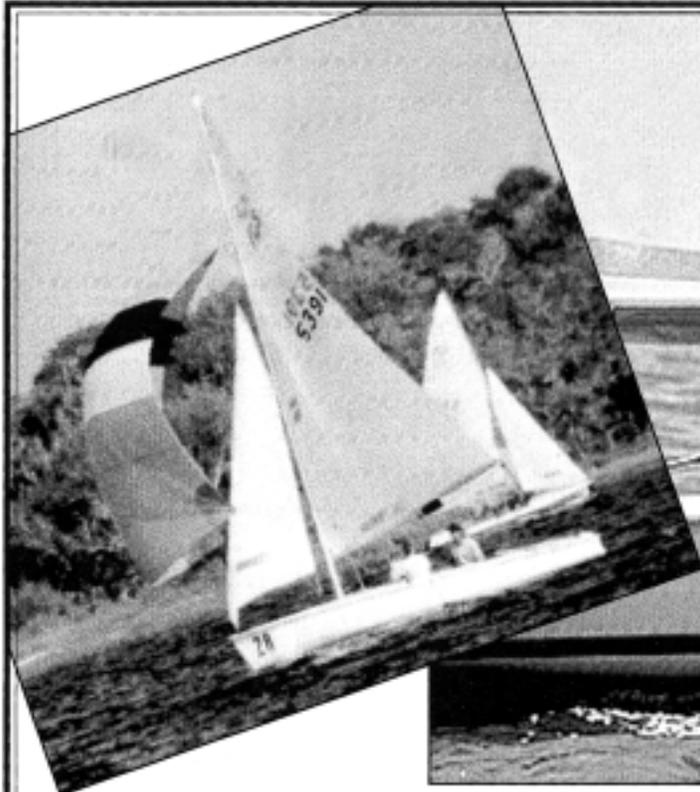
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from top left: Greg
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Champion (photo by Bob
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Carpenter, 2001 Wife/Husband National
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The Email 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 5430



Sunshine Hartman was an excellent *Scots 'n Water* Editor, and I'm sure all of us will miss her. Some memories of others follow this article.

She was equally famous for the creative Glow in the Dark regatta put on by the Hartman clan (Jerry, Steve, Mike, et al). I could never remember the strict rules about Kamikaze toasting, prompting more rounds of drinks. The costume party was memorable and the parties were especially good when too little wind or a big blow kept us from sailing. Sunshine always made sure everyone participated in the fun and had a great time.

Sunshine and Jerry have traveled to most major regattas and seem to know everyone. Attending regattas all over the country, her understanding of the Flying Scot one-design philosophy and her careful editing resulted in *Scots 'n Water* being the best one-design magazine published. Her idea of rotating the focus of each issue among the districts was a great innovation and led to more involvement by FSSA members. What's more, I feel we all learned from each other.

Sunshine always tried to provide a balance of articles in each issue, including racing, parties, recreational sailing, helpful hints and other topics. The following are some thoughts from some of her friends: three ex-presidents, Bernie Knight (poet laureate), Paul Moore and Dan Goldberg; and cousin Steve (the chef) Hartman.



Thanks, Sunshine, for so many years as our Editor and reporter. You found stories that interested all of us. Your friendship with Flying Scot people all

around the country created a supply of real stories straight from the sailors. Your travels with Jerry in your "Hilton" placed you in the center of every regatta's action.

You and Jerry are my good friends and I'm looking forward to many years of sailing with you. I'll miss your activities and contacts as our Editor, digging out stories and reports from us to share with the FSSA members.

Thank you again, Sunshine!

– Paul Moore



I was always amazed at Sunshine's ability to get out Scots 'n Water, issue after issue, with interesting articles, regardless of time of year or where she actually was! I also really liked her approach to regattas – her top 3 priorities were (1) have fun, (2) have fun, (3) race if it was fun to do so. Makes a lot of sense!

– Dan Goldberg



From the perspective of one who has in his many years at the tiller read and compared the editorial quality of such class periodicals as J-24, Sunfish, Finn, Laser, Banshee, Mutineer and Prindle 16, I can say, without qualification, that Scots 'n Water is the best.

Over the last 10-odd years, editor Sunshine Hartman has carefully but aggressively crafted our beloved news magazine into a truly excellent publication.

Sunshine challenged her readers to not only continue the tradition of news, bulletins and race results, but to also add the human side – the fabric of the people who make up the Flying Scot family.

To say that we shall miss Sunshine, while a fitting tribute to her efforts and devotion to her task, would possibly send the wrong message to her successor. On the contrary, I'm certain the tradition of excellence will continue under our new editor. She's certainly been shown the way. I look forward to my next issue. Thanks again, Sunshine!

– Steve "Farkle" Hartman

An Ode to Sunshine

**"Sunshine" has been to us
A name that we would come to know
A sailboat rare it was
In Scots, it was the Glow**

**Homemade the chili, and the wind
They made for quite a blow
Sunshine, with her skills at bar
Had us to ask for drinks you know
Sunshine became our friend indeed
With Jerry down the aisle she did go.**

**Scots 'n Water is the magazine
That we read through and through
Then came a need to edit all the stuff
Sunshine did the job before we knew.
How tough it was to get the words
And pictures from the members too.
With trophies and awards she tried
And words she got were not too few.**

**Ten years have come and gone.
Sunshine's called for other things to do
Bidding us to say "Farewell and thanks
For all you chose to do."**

Bernie Knight

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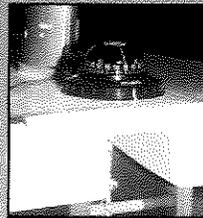
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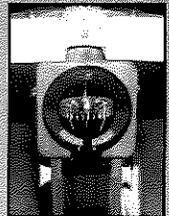


Aquameter Sailor II Compass & Mount...

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Regatta Adventures

by Albert Collum, Stepson of Fast Eddy (Ed Summerfield, FS 4736)

Every regatta is an adventure for Ed Summerfield, #4736, of Toms River Yacht Club in Toms River, NJ.

Four Midwinters in Panama City found Ed with two broken vehicles, a contraband gun, and a missing crew.

One year, Ed borrowed his father-in-law's truck to pull his boat down to the Midwinters. He made it down with no problems, but upon his arrival in Panama City, the engine blew. Not wanting to return a dead truck to his wife's father, Ed called around for estimates. One week and \$2300 later, the truck was fixed – just in time for the drive home.

Learning from that incident, Ed decided to drive his own car the next year. Again, the trip down was a breeze. Maybe it's the Panama City roads, but this time the radiator hose broke. It took four days to repair – again, just in time for the trip back to New Jersey.

Another year, another drive from NJ to FL. The car made it fine, but there was an unexpected surprise when the boat cover was removed at St. Andrew's Yacht Club – a loaded 9-milimeter handgun. Ed immediately called the police; it seemed that the gun was dropped in their trailer

while sitting in the driveway.

Although Ed had no knowledge of the gun until arriving in Panama City, he still earned the unfortunate but amusing nickname of "Gun Runner".

The long haul almost never happened yet another year. Ed had been trying to contact Herb Lindsay, his crew, for several days before leaving for the Sunshine State. Ed tried Herb's cell phone again and again, but to no avail. Saturday arrived, and Ed drove his wife Kay to the airport; Kay was traveling to Panama City the easy way!

Knowing that Ed was planning to leave the next day, and that she would see him again in 18 hours, Kay took off on her flight with the clothes on her back and \$80. Ed kept trying to contact Herb, who was in New York on a ski trip and had fallen ill; the next day, the captain and his crew finally met up and began their journey.

Meanwhile, Kay was stuck in Florida for two days with no clothes or money. If they hadn't made contact, Ed was going to leave without the boat so he could deliver Kay her clothes and some money.

"Everyone was so nice to me," remarked Kay. "They offered me money and clothes, and they took me out to eat. I would have

felt bad if Ed had driven all the way down to the Midwinters without his boat or crew!"

Of course, a tire blew on the trailer on the way down! Oh, and no, Herb did not get sick again on the drive down!

Fate was no more kind to Ed when he attended the Saratoga Lake Invitational in New York.

While traveling up I-85, Ed was wondering why all the cars were honking at him and motioning frantically at his boat trailer.

When a tractor-trailer driver pulled next to him, and started screaming at him, Ed knew there really was a problem. When he pulled over, he checked the boat, only to see that the cover had ripped as they cruised along at 75 mph; as they drove, the spinnaker had been flying out behind the boat!

What hand will fate deal Ed next year at the Midwinters, or the Saratoga Lake Invitational? Stay tuned to the pages of *Scots n' Water* to find out! ▲

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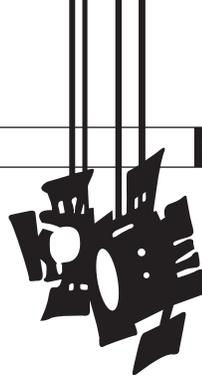
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PUTTING ON *The Show!*



Many of you reading this magazine have been to numerous regattas over the course of your sailing careers. But how many have actually been charged with the daunting task of running a regatta? There are many factors that go into running a great event. Here are a few ideas and tips.

Organization

There are many facets to an event. There is the Notice of Race, Sailing Instructions, Publicity, Housing, Food and Entertainment, Regatta Committee, Judges, Patrol Boats, and in larger events, Measuring. It is important to plan early and get as many people involved as possible. Delegate responsibilities much as you would do in a boat. Set goals and deadlines and get the yacht club on board early.

I think when people arrive there should be someone present to greet them. And there should be food. Everyone is always hungry after a long drive, so have the grill going and the bar open.

Communication

The Notice of Race will detail the event including the location, number of races, starting times, etc. But once sailors arrive at your club there should be clear communication regarding boat storage and launching, local points of interest, services available (or not available) at the club and how the weekend is going to work. Imagine that your club is your home – you want people to feel comfortable and you want them to come back again. The Sailing Instructions should be posted and any pertinent tide information should be on the bulletin board as well.



Race Day

I think it is a good idea to start racing on the first day a bit later than the following days. This allows for sailors to drive up that morning and it gives people a bit more time to set up. In addition, there are several locations where the wind doesn't come up until the afternoon – so why rush to drift around? A brief skippers meeting is helpful – but keep it short. Most race courses these days are windward – leeward so your sailing instructions should be clear on where the start/finish lines are located and how many laps (or legs) will be raced.

Long before race day you will have selected a PRO (Principle Race Officer) who besides the weather is the key to

Josh Goldman, FS 5171

success on the race course. Have you ever seen Bill Ross run a regatta? He knows exactly what to do (even when it is raining) and anticipates all the variables that might occur during the day. Much of his success is due to the strong team he puts together to help run the event. Plan early, pray for breeze and your event will work.

APRES Racing

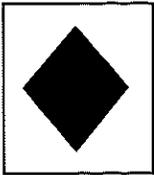
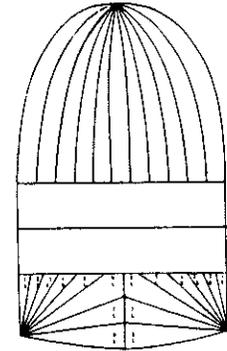
After a long day of racing, sailors appreciate the little things. I always enjoy having the preliminary results printed and accessible when I hit the dock. After all, you have been out all day and you're curious to see your finishes. This can be accomplished by radioing in the result before the RC leaves the Finish Line.

And of course I think it is important to have cold drinks (or hot in the fall) ready. This should include beer as well as water and sodas. Most regattas have a dinner and it is important to encourage everyone to stay. There are some events that do more than just dinner, however. Take the Canadian Championships for instance. The regatta organizers hire a full catering staff that cooks breakfast, dinner and prepares an "on the water" lunch. After the last race there is still more food and a "to go" bag for the road. The racing is competitive – but the food is unbeatable.

After the regatta is over the host club should tabulate the scores and give out the awards QUICKLY. Everyone is eager to hit the road and there is nothing worse than waiting for a protest to be heard or a slow score keeper. Have volunteers help visitors with their covers and search the parking lot for stray sails and life jackets.

Good Luck and Happy Sailing. 🚩

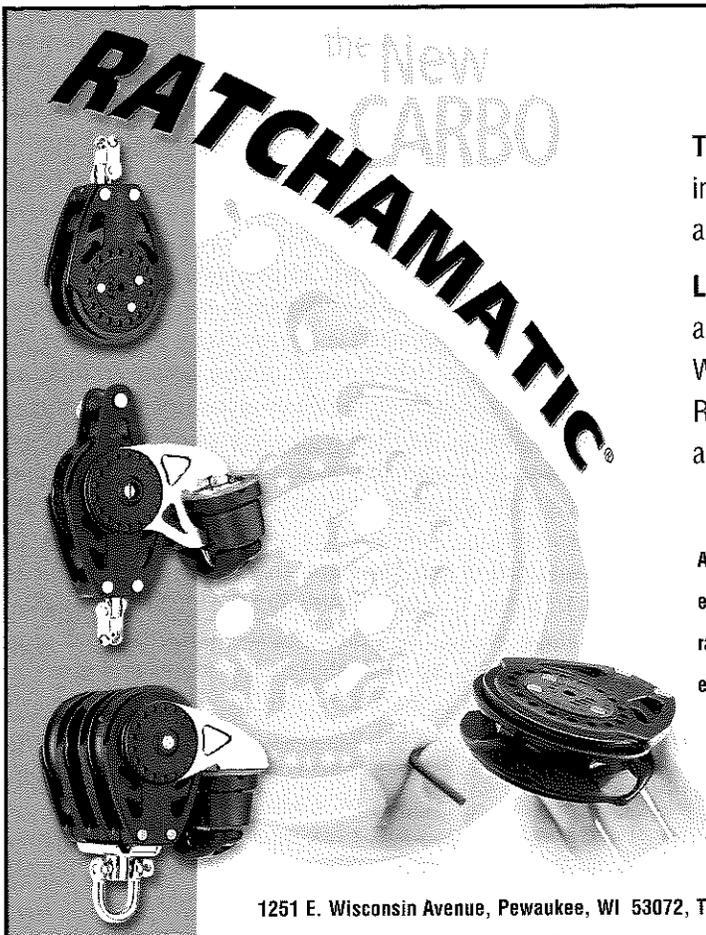
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Looking For The Perfect Start?

Here's Something Else You Need To Know

by John Slater, FS 4865

Every racing sailor knows how important it is to get a good start. But I was recently reminded that it isn't enough to know how to get to the line at the favored end, at full speed, in clear air, and with room to maneuver. It's also necessary to have a clean understanding of RRS 26—rule 26 of the Racing Rules of Sailing.

My reminder came during this year's Great 48 regatta, sponsored by my home fleet, Fleet 48 at Lake Norman Yacht Club. The competitors had been divided into championship and challenger classes, and my crew, Gracia, and I were sailing in the challenger class, the second class to start. In the second race on Saturday several boats in our class—visitors from out of town—were a minute late for the start because they thought the sound signal for the prep flag was the sound signal for the warning.

It's an easy mistake to make; I nearly made it myself. When the starting cannon sounded for the championship class, Gracia and I were busy watching to see which way the leaders were headed. It wasn't until a minute after their start, when another cannon sounded, that I remember to look at the signal boat. I was momentarily puzzled. There were two flags flying—our class flag, and the P flag. Surely the committee had made a mistake. They should have put up only the class flag at the warning.

That's when it hit me. The Principal Race Officer (PRO) was using a rolling

start, so the championship starting signal and our warning signal had occurred simultaneously. They had shared a cannon report.

I remembered the mantra of PROs everywhere: The visual signal governs. The sound signal merely calls attention to the visual signal. Or, as RRS 26 puts it, "Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded."

I remembered the mantra of PROs everywhere: The visual signal governs. The sound signal merely calls attention to the visual signal. Or, as RRS 26 puts it, "Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded."

I mentally set my starting clock one minute ahead and got to the line in clear air, with good way on. Some of our visitors were not so fortunate.

Here's what you need to know about RRS 26.

The starting sequence begins with a warning signal, which consists of the

display of a class flag and one sound. (Incidentally, if that sound signal associated with the warning signal fails, all the PROs that I know would postpone immediately and start the sequence again. Even though the rules say to disregard the absence of a sound signal, there's too much riding on that particular sound signal. PROs want people to know when the sequence begins.)

The class flag is specified in the sailing instructions, and it's essential to know what yours looks like. For one thing, in a multiclass regatta, there's no guarantee that the classes will always start in the same order. Besides, there are other signals that govern the conduct of a race—shorten course, for example, or abandonment—that can apply to only one class if they are displayed with a class flag. You need to be able to recognize yours.

The class flag goes up at the warning and comes down at the start. It remains flying throughout the sequence. So if you look at the signal boat and your class flag isn't flying, either the sequence hasn't begun yet, or else your class has already started.

Unless the sailing instructions tell you otherwise, the warning signal will occur five minutes before the start. That's the default condition. But the sailing instruction can change that, which is a good reason for reading them carefully before you leave the dock.

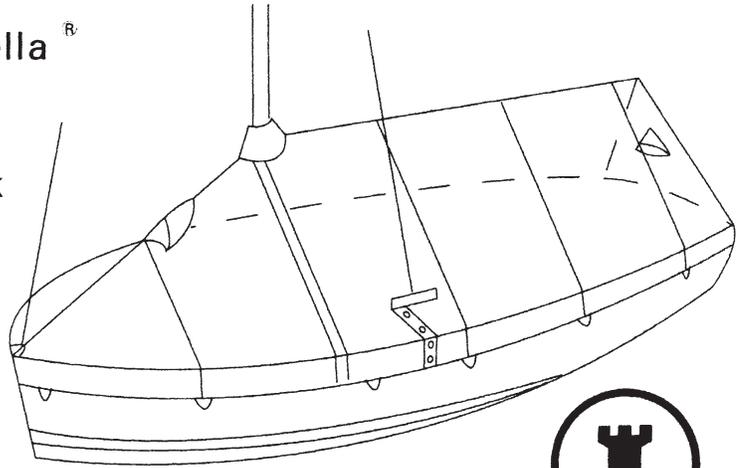
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Perfect Start

Continued From Page 9

The signal that follows the warning is the preparatory signal. Regardless of how many minutes before the starting signal the warning occurs, the preparatory signal is always made four minutes before the start. It consists of the display of one or two flags and one sound. The flag that is displayed is normally the "P" flag, but if the PRO wants to invoke any of the starting penalties from RRD 30, he or she can display the "I" flag (for the around-the-ends rule), the "Z" flag (for the 20 percent starting penalty), the "I" and the "Z" flags together, or the black flag (for the black flag rule).

This gives you another reason for keeping an eye on the signal boat – it's the only way you'll know whether starting penalties are in place, and, if so, which ones. Be aware, though, that the "I", "Z", and black flags can be displayed

before, with, or as a boat's preparatory signal. That means that they're not fool-proof signals for determining the time remaining until the start.

The preparatory signal occurs four minutes before the start, and the flag or flags associated with it remain flying for three minutes. At one minute before the start, the preparatory flag(s) is removed with one sound (RRS 26 specifies one "long" sound), leaving the class flag flying alone until the start.

At the start, the class flag is removed with one sound.

The use of RRS 26 is not mandatory. The sailing instructions can replace it with any starting signals the governing authority chooses. But it's a good system, and most regattas that I've attended over the past three years have used it.

Is there anything else you need to know about RRS 26? Just one thing, the rule's final sentence says, "The warning signal for each succeeding class

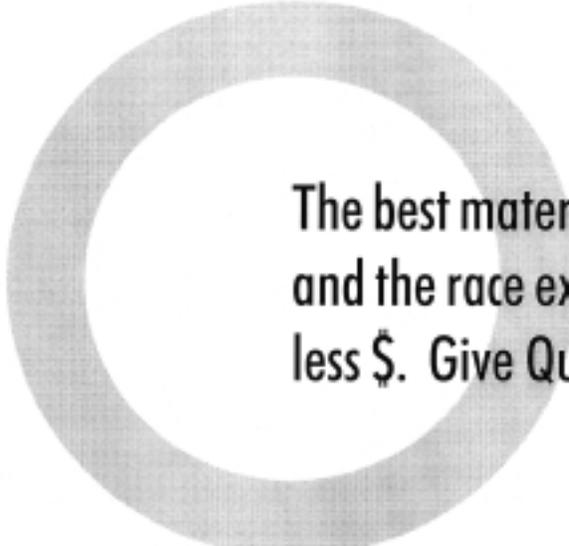
shall be made with or after the starting signal of the preceding class."

This statement gives PROs great flexibility. It gives them the option of using rolling starts, in which the starting signal of one class occurs simultaneously with the warning signal for the next. Why might PROs use rolling starts? They might want to hasten the finish of a race because they're concerned about bad weather moving in, or about the wind dying later in the day. Or they might use rolling starts to keep the classes closer together, or to minimize the length of time a class has to spend sailing around before its start. Many PROs prefer to allow some breathing space between the end of one sequence and the beginning of the next, but they aren't required to do so.

For that reason, RRS 26 puts the burden on all skippers to monitor the visual signals on the signal boat, lest they be left behind at the start. 🚤

A VISUAL GUIDE TO WATCHING THE SIGNAL BOAT

WHAT YOU SEE	WHAT IT MEANS
No flags	<ol style="list-style-type: none"> 1. Your sequence hasn't started yet, or 2. The race has already begun
Only your class flag	<ol style="list-style-type: none"> 1. There's more than 4 minutes until the start, or 2. There's less than 1 minute until the start
Class flag + "P" flag	There's between 4 minutes and 1 minute until the start
Class flag + "I" flag	The "Round-an-End" rule is in effect. The "I" flag may be raised 4 minutes before the start, or perhaps earlier.
Class flag + "Z" flag	The 20% Penalty Rule is in effect. The "Z" flag may be raised 4 minutes before the start, or perhaps earlier.
Class flag + "I" flag and "Z" flag	Both the "Round-an-End" rule and the 20% Penalty Rules are in effect. The flags may be raised 4 minutes before the start, or perhaps earlier.
Class flag + black flag	The Black Flag Rule is in effect. The black flag may be raised 4 minutes before the start, or perhaps earlier.



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Lake Norman Yacht Club Competition For the Jack Brown Trophy

Championship Of CHAMPIONS

by Ken Gorni, FS 4952



Bill Draheim, with crew Natalie and Scott Mauney won the 2002 Championship of Champions, representing the Flying Scot class. Second place was Mike Ingham from the Thistle class. Third was Dick Tillman, representing the Windsurfing class.

Lake Norman Yacht Club hosted the 2002 Championship of Champions this past October. 17 national champions competed in 18 borrowed Flying Scots for the Jack Brown Trophy. Jack Brown was a member of Lake Norman Yacht Club and a member of Fleet 48 before he

passed away in 1994. Each competitor was required to sail with a skipper and two crew. The competitors rotated boats after each race. The event was sponsored by US Sailing and Rolex, with additional support from Flying Scot, Inc. and North Sails.

Wind conditions over the four days of racing were light to moderate, and shift. Temperatures were in the 50's, unseasonably cold for late October. Conditions ranged from sunny to light rain to fog.

On Wednesday, Dick Tillman and Bill

Draheim found the light air to their liking. They were tied with 4 points each after two races. They were followed by George Fisher (8 points, Lightning), Mike Ingham, (10 points), Benz Faget (10 points, Ensign), and Dave Johnson (10 points, International 210).

The breezes picked up on Thursday and Friday, with 5 races on both days. With the overall caliber of sailors, it became evident that boat speed and tactics were necessary for success. On Thursday, Bill Draheim and Mike

Continued On Page 14

Champions

Continued From Page 13

Ingham established themselves as the teams to beat, with consistent high finishes. They were tied with 21 points at the end of the day. Dick Tillman fell to 3rd with 32 points, followed closely by Dave Johnson and Tony Passafiume (Y-Flyer). Allison Jolly (Fireball) moved into 6th on solid top finishes, including a win in Race #6. George Fisher started the day strong with a win, but was hurt in the standings by an OCS in Race #5.

Overall positions were pretty much established on Friday, with Bill Draheim building a 9 point lead over Mike Ingham and 18 points over Dick Tillman. Allison Jolly and Tony Passafiume were tied in 4th, 10 points behind Dick Tillman. Benz Faget was another 7 points back in 6th.

Saturday brought sunshine and light winds. Only one race was completed before the wind completely faded

away. There were no changes in the top 9 positions.

The event was a success because of the support of the members of Fleet 48 and Lake Norman Yacht Club. More than 30 individually owned boats were offered by Fleet 48. That's over half the fleet. Over 80 volunteers assisted in various capacities of which over one third are members of Fleet 48. Here are some of the more notables.

- Harry and Karen Carpenter (Flying Scot, Inc.) and Greg Fisher (North Sails) spent two days in a cold rain rigging and tuning all the boats so that they were pretty equal. They were ably assisted by past Carolina District Governor, Dave Batchelor and Fleet 48 members Craig Milliken and Larry Vitez. Karen tracked the boat finishes throughout the week. It showed that the boats were very equal, with no boat winning more than two races and every boat having a best finish of no worse than third.
- Bill Ross and his award winning

crew served as race committee. Several OCS's during the week, but only one general recall, and a multitude of course changes.

- Harry Carpenter performed all on the water boat repairs between races. The most challenging was a main halyard replacement in 10 knots of breeze. It took him 3 minutes. The only recurring problem seemed to be broken winch handles!
- Fleet 48 members launched and retrieved all the boats every morning and every evening. It was a flurry of activity for 30 minutes at the launch ramp in the evening as each boat ended up on its assigned trailer in its assigned parking spot.

With the involvement and camaraderie of everyone, including competitors, race committee, judges, on the water support, shore side support, meal preparation, etc., it was a special week of fun and competition. Hats off to everyone involved. ▲



THIRTY-TWO YEARS And Counting...

by Dick Schultz, FS 1885

Flying Scot 1885 joined the Schultz family in March of 1971. She had been ordered in December of 1970 after we returned "Monster" F/S 171 to Dr. Hal Walker of Davidson NC. We had leased "Monster" for a year while Hal and Cathy were in Europe

Nancy liked the stability, seats, and boom that could swing over our heads. Our two boys liked the space under the deck, being able to dive from the boat and go swimming. I liked the three-stay rig, the simple running rigging and best of all little if any maintenance of hull, mast and boom. We found out the Scot was a good trailoring boat on family trips to Wisconsin, Florida, Louisiana, Georgia, Virginia, Tennessee and Mississippi. She handled easily in winds of more than twenty knots on Lake Norman to no wind on Lake Ponchartrain.

Over the past thirty years plus, Nancy and the children Rick, Skip and Nan have raced cruised and picnicked with the Scot. Nancy and I moved to the coast from inland NC sixteen years ago and found "Ghost" likes to sail on Bogue

Over the past thirty years plus, Nancy and the children Rick, Skip and Nan have raced cruised and picnicked with the Scot.

Sound. We cruise to Shackleford Banks for swimming and picnics. We also sail Taylor's Creek along the Beaufort water front and watch the Banker Ponies" on Carrot Island. We enjoy great seafood at the sanitary fish market on the Morehead City waterfront following a two-hour sail from our home in Pine Knoll Shores. Morehead City Boating Club sponsors four regattas during the

summer, one of which starts in front of the sanitary fish market and sails around Sugar Loaf Island.

As an added attraction several years ago Nan and her cousin Katherine were sailing with me on Bogue Sound when we saw a pod of dolphins coming up behind the boat. We put the spinnaker sheets overboard and each girl slipped into the water. During the next five minutes the pod of about twelve dolphins came up behind and then passed along both sides of the boat. The girls were swimming with the dolphins.

The "Ghost" is still racing but a new era is about to begin. Grandchildren Joseph and Zoie moved to Carter County last June and they will be sailing with Grandmother and Grandfather this coming summer. The Scot has been a family member and fund boat for over thirty years and we are still counting. ▲



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SCOT COMES TO The Rescue...*Again?*

by Ken Gorni, FS 4952



You can race them, cruise them, and you can tow with them. Lake Norman sailors Ralph Mello and Larry Vitez thrice rescued on different occasions and subsequently towed into shore the same capsized MC-16 sailor. The sailor will go unnamed because he is also a card-carrying member of FSSA. The rescues have taken place on weekdays in the spring and fall when the lake is almost free from boat traffic, and the winds have been a delightful 10-14. We have actually become quite accomplished at the maneuver.

The MC-16 is low on flotation, or at least this one is, and after a few minutes on its side it swamps and becomes nearly impossible for the skipper to

right. We first circle the distressed sailor's craft a few times verbally harassing him to make sure he is sufficiently embarrassed. Then we approach from down wind and come to a stop with the masthead within reach on our windward beam. Ralph then lifts the mast and walks it up. Then we circle some more while the MC-16 skipper tries to lower his sail, no easy task, and sometimes capsizes again. Once the sail is lowered we approach again from down wind and throw him our trusty 100' anchor line that he secures around the mast and we make fast through the transom rings. We then sail home.

The Scot is a terrific workboat. We have towed the MC-16 more than a mile under spinnaker when the winds

were southerly and up wind much more than a mile when they were northerly. Tacking with a 1,000 lbs undertow is an acquired skill, and is difficult in light winds. As soon as you tack the tow rope goes slack not unlike a water skier making a sharp cut, and the Scot gains speed, but that comes to an abrupt end after about 100'. The boat seems to stop and then develops God-awful helm. Tacking angles while towing are very wide and require some getting used to. The Scot is so strong and sturdy that we never worried about stress or damage to her hull or rigging. In fact we felt so confident that we telephoned a friend to quickly come in his motorboat and photograph us with boat in tow. Look closely and you can see the towrope in the photograph. ▲

Flying Scot Fleet 48 Hosts 27th Annual Great 48 Regatta

GREAT 48 – 2003

by Ken Gorni, FS 4952

The Flying Scot Fleet 48 hosted its 27th annual Great 48 Regatta on Saturday and Sunday, May 3rd and 4th, 2003. Thirty-nine boats registered for the event with 21 from LNYC and eighteen boats from other locations. Thirteen boats arrived from out of state from as far away as Stamford CT., Dublin Ohio, and Patchoque, NY.

Winds ranged from moderate for the first race on Saturday to moderate to light and variable for the second race. Late Friday and Saturday afternoon storms treated us to a spectacular show from the clubhouse. Fierce wind accompanied the storm on Friday, and Saturday witnessed wind, rain, hail, and brilliant lightning. The clubhouse was the place to be. Sunday's race was in overcast, higher wind, which made

for great motorboat free racing.

Race organizers provided for a delicious Saturday night feast from nearby Italian Oven and a cornucopia for breakfast and lunch. Race management was handled expertly by the LNYC multihull fleet headed by PRO Claude Summers.

Scot builder, Harry Carpenter took the Championship division honors with two 1sts and a 3rd. LNYC's Dave Neff and Tom Lawton took 2nd and 3rd

respectively. Startling Gunn of Reidsville, NC took 4th, and LNYC's Larry Lewis rounded out the trophy winners with 5th.

In the Challenger division, Jay Harrell of Atlanta took two 1sts and a 2nd for the division winner. Joe Van Denburg of Patchoque, NY was 2nd, David Osler of Stamford CT. was 3rd, LNYC's John Slater was 4th, and Wilson Jenkins of Florence Al. Was 5th. ▲

CHAMPION'S DIVISION	GREAT 48 RESULTS	CHALLENGER DIVISION
01 Harry Carpenter	17 Randy Mintken	01 Jay Harrell
02 Dave Neff	18 Bill Ross	02 Joe Van Denburg
03 Tom Lawton	19 Don Smith	03 David Osler
04 Starling Gunn	20 Tom Clark	04 John Slater
05 Larry Lewis	21 John Davidson	05 Wilson Jenkins
06 Larry Vitez	22 Richard Grayson	06 Dave Safirstein
07 Rick Baugher	23 Art Mastoris	07 Cary Wren
08 Dave Batchelor	24 Dick Worthen	08 Stewart Cofield
09 Jake Barnhardt	25 Allan Gowans	
10 Mike Eudy	26 Gene Lane	
11 Susie Stombaugh	27 Ted Kaperonis	
12 Bane Shaw	28 Tommy Weaver	
13 Tom Kirtley	29 Scott Adams	
14 Chuck Gise	30 Foster de la Houssage	
15 Ray Trask	31 Luke Largess	
16 Ken Gorni		

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NAVIGATING The FSSA Web Site

by Hank Sykes, FSSA Website Editor



The next time you direct your computer's internet browser to the FSSA web site (<http://www.fssa.com>) you will see a web page that looks something like figure 1.

The FSSA home page has three parts: information categories listed in the menu on the left side of your browser window, featured information such as national events, and a randomly selected photo (This photo shows Bill Draheim, and Natalie and Scott Mauney competing at the 2002 cham-

pionship of Champions, which they won.)

Navigating the FSSA web site is quite easy using the left-side menu. In the above figure, a computer's mouse pointer is positioned so the arrow touches "FSSA" on the menu. When you move your mouse pointer to "FSSA" you will see the word, "FSSA", change from white to red. You will also see a sub-menu pop up. The sub-menu lists the information grouped in the FSSA category, e.g. Fleets, Membership, etc. Following the example here,

you could select the category, say "FSSA", or one of the sub-menu items, say "Fleets". The menu item which looks red when you click your mouse is the item you select. Assuming you had selected "FSSA", the next web page seen would look like figure 2.

At the bottom of this FSSA section page you will see again the menu items, such as "Fleets" and "Membership". While you could still choose to navigate to the Fleets section using the left-side menu on the FSSA section page, you now have a second

option of using "Fleets" on bottom menu. In this figure, the mouse pointer is placed over "Fleets" on the bottom menu, and the word, "Fleets" has changed from white to red. Clicking the mouse now would bring up the first page covering FSSA fleets.

The selection of menus on the left side and bottom of your browser window is used on most of the web sites pages. The idea is to enable you to go directly from one section of the web site to another; and to give you some choices how you want to get there. 🚩

FIGURE 1



FIGURE 2



STARTING LINE

Calendar Of Monthly Events

**Michigan/Ontario Districts
July 12 and 13, 2003**

Crescent Sail Yacht Club, Lake St. Clair, Grosse Pointe Farms, MI
Contact: Chris Bahash, Fleet Captain, cbahash@yahoo.com, 313-885-8111 or Forest Rogers fs5230@aol.com, 734-954-0452

**Oriental Sailing Social
July 12 and 13, 2003**

North Carolina. Contact Larry Vitez - lvitez@carolina.rr.com

**Oswego Yacht Club Fleet 181
Invitational Regatta & New York
Lakes District Regatta
July 12 and 13, 2003**

Auburn, NY. Contact Peter Whiting at plwhiting@adelphia.net or 315-253-5231 (day) or 252-2709 (eve)

**Midsummer Regatta
July 19, 2003**

West River Sailing Club
Chesapeake Bay Fleet #97

Gainesville, MD Contact:
Frank Gibson 703-271-2716 e-mail
fhgibson@peoplepc.com

**Long Island Flying Scot
Championships
July 19, 2003**

Westhampton Yacht Squadron
Fleet 175, Remsenburg, NY
 Contact Ed Surgan: 201-852-0829
eddgann@aol.com

**North American Championship
July 19 - 26, 2003**

Lake Norman Yacht Club
Near Charlotte, NC
www.lakenormanyachtclub.com

**Long Island Flying Scot
Championships
August 2, 2003**

Moriches Bay Yacht Club Fleet 10
Center Moriches, NY
 Contact Tony DiResta:
631-878-8710 or
rad4938@optonline.net

**98th Annual Ephraim Regatta
August 2 and 3, 2003**

Ephraim Yacht Club, Fleet 44
Ephraim, WI
 Contact Nancy Claypool (504) 899-0935 or nclaypool1@cox.net

**Hoop Hole Regatta
August 2 and 3, 2003**

Morehead City Boating Club
Morehead City, NC
 Contact Larry Vitez for more
information:
lvitez@carolina.rr.com

**Sandy Douglass
Memorial Regatta
August 2 and 3, 2003**

Deep Creek Lake, Maryland
 Contact Ed Peters at 301-797-7824
or barmusic01@hotmail.com

**17th Annual Saratoga Lake
Flying Scot Invitational Regatta
August 9 and 10, 2003**

Saratoga Lake, NY Contact: Peter
and Ann Seidman 518-877-8731
pseidma1@nycap.rr.com

**Eastern Women's Invitational
Regatta**

August 9 and 10, 2003

Fleet 6, Deep Creek Lake
Deep Creek Lake, MD
 Contact Geri Meehan:
703-293-9531
(Home) 301-387-7890

**Crystal Ball Regatta
August 16 and 17, 2003**

Crystal Sailing Club, Crystal, MI
 Contact: Mark Schuurmans
(616)261-4592 or mschuurm@
hotmail.com - www.sailcsc.org

**Annapolis to Galesville Race
August 29, 2003**

West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
 Contact: Frank Gibson
703-270-2716; e-mail:
fhgibson@peoplepc.com

**WRSC Annual Regatta
August 30 and 31, 2003**

West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
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Continued On Page 22



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FS 486 – Customflex built in 1963. Immaculate condition. New core and Gel Coat 2000, 2 sets sails, spinnaker on good condition trailer. **\$4000** Located in Cohasset, MA. Contact Terry Green, 781-383-3310.

FS 877 – Douglass built in 1966-Parting out damaged hull; mast, boom, rudder, centerboard, jib, compass-all perfect working condition. Or, buy it all-mint except for one side-heavy glass damage-Handy man's dream! Located in Long Island, NY Contact Alan Levy at (631) 581-3566, abl1111@optonline.net.

FS 1148 – Douglass built in 1967. White with light blue deck. Hull, rigging and sails in very good condition. Boat has been well maintained. Hali bars, Halyard winches, and the Columbia lead rite trailer. Swim ladder, removeable motor mount, canvas storage cover. **\$3200**. Located in Pembroke, MA. Contact Jack Kilduff at (781) 826-9328.

FS 1578 – Douglass built in 1969. White deck, red bottom, two sets of sails, spinnaker, good condition, well maintained, freshwater/dry sailed, stored indoors, trailer, extras (motor bracket, lifting bridle, etc.) **\$1800** Located in Bryan, TX. Contact Thomas Champney; thchamp@juno.com

FS 1660 – Gordon Douglass built, dark blue hull, 2 sets of sails, TrailMaster trailer, mooring cover, sail Boom cover, Minn Kota Electric motor. **\$3000**. Located in New Jersey. Contact Beth Albano (973) 627-5960, tgetz@gerahdipress.com.

FS 1668 – Douglass built in 1968. Sound, good condition and well maintained. Light blue with medium blue hull. Two sets of sails and spinnaker, dark blue Sailors Tailor cover, motor bracket, lifting bridle,

etc. Cox trailer, spare, new wheels, two owners, all freshwater and dry sailed, stored indoors. **\$2700**. Located in Ohio. Contact Keith Dunnigan at dunnigan@columbus.rr.com, (614) 793-8851.

FS 1970 – Custom Flex built 1971. 19' Flying Scot, trailer, new mast, rigging. One main, two jibs, one spinnaker. Excellent, stored indoors, sails newer than boat. **\$2900** obo. Located in Mohawk, MI. Contact Gale Slates, (906) 289-4706.

FS 2687 – Customflex built in 1975. All hardware including main and jib. Mooring cover. Pamco Trailer with spare. Dry sailed for lost 20 years. No soft spots. **\$2200** Located in Decatur, IL. Contact Herb Dakin at (217) 428-8104.

FS 2713 – Customflex built 1975, white deck, orange hull, new blue antifouling paint on bottom. Main, two jibs, spinnaker. First class hardware. Anchor, compass, Minn Hota trolling motor, battery. Tilt back trailer with spare. Mooring cover, cockpit cover and trailing cover. **\$3500**. Located in Altoona, PA. Contact Steve Currier (814) 946-7097.

FS 3215 – Customflex built in 1978. New bottom job, excellent condition throughout. New Scot Trailer. Sails like new. Maintained with TLC. New cover. Fresh water sailed. **\$5000** Located in Little Rock, AR Contact Stephen Brighton; sbrigh@acxiom.com.

FS 3302 – 1972, new bottom paint and boot stripe, new mooring & sail cover, new mahogany centerboard cap, tiller and blockmounts. 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 3492 – Douglass built in 1980. Very good condition, white hull, light blue deck, multi-blue pin striping. One set of sails. Whisker pole, lifting bridle, 1/2HP Seagull motor, paddle, anchor, misc. Sterling trailer. Fresh water sailed. **\$4800** or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

FS 3556 – Douglass built in 1980. Light blue hull, 2 sets of North Sails, spinnaker, 3.5hp Nissan outboard, mooring cover, bow floatation bag, trailer. Very good condition. **\$3500** Located in Warwick, RI. Contact Dave Ried; (401) 885-0972; dreid89@cox.net.

FS 3722 – Douglass built in 1982. Comes with trailer, motor, three suits of sails. Sailor's Tailor cover. Main, Jibs, Dry docked and in great shape. **\$1500**. Located in Lake Park, GA. Contact Matt Lawrence, (229) 242-2520 or matlawrence@youngthagard.com

FS 4040 – Douglass built in 1985. Good condition. Ivory hull and deck. Schurr sails, motor mount, mooring cover, Tee-Nee Trailer with spare. Dry sailed only. **\$4500** Located in Phoenix, AZ. Contact John Jones; (480) 614-8343; JTJ1@qwest.net.

FS 4784 – Douglass built in 1991. Excellent condition, main, jib, spinnaker, motor mount, swim ladder, mast flotation, travel cover, galvanized trailer, custom dry dock mooring system and tiller storage tube, padded rudder bag, 12v navigation lights and outlets, underdeck storage, w/optional 2001 5hp mercury outboard **\$7950**. Located in Minneapolis, MN. Contact Tim Rollman; (612) 414-4353; tim@exceleng.net.

FS 4839 – Flying Scot built in 1992. White hull and deck, dry sailed only, spinnaker, motor, jiffy reefing, motor mount, mahogany center-

board cap. Trailmaster trailer. **\$6000**. Located in Virginia. Contact Forrest Tucker (540) 721-3951.

FS 4921 – Douglass built in 1994. Excellent condition, white deck and hull with red stripe, Schurr Jib, Main, Spinnaker, Galvanized factory trailer, 2 covers. Lot misc. equipment. **\$6800**. Located in Bokellia, FL. Contact Willard Frissell (239) 283-5215.

FS 4933 – Flying Scot, Inc. built in 1994. On Trail Master Custom. Winning boat at 2002 Champion of Champions. Fully rigged for racing. Two suits of sails. One suit 6 months old. One year old Sailor's Tailor skirted cover. **\$7500** Located Mooresville, NC, Lake Norman Yacht Club. Contact Art Mastoras; (970) 879-7000 ext. 407-Aug 1; mastoras@sprynet.com.

FS 5021 – Like new, cream deck, white hull, medium blue trim and water line. Main & jib, jiffy reefing, galvanized trailer, Sailor's trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket. 2HP Evinrude, **\$9000**. Located in Otis, MA. Contact Maurice Corson (413) 269-6542.

FS 5313 – Flying Scot built in 2000. Flag blue hull, white top. Hood sails and spinnaker. Motor mount and swim ladder. Aluminum trailer. Excellent condition and ready to go. **\$9000** Located in Columbia, TN. Contact Mark Holmes, (931) 380-9235.

Wanted: During my nearly 25 years sailing Scots I have accumulated enough parts to assemble another Scot or two, except the hull. Who has a decent hull for sale? Don't need spars, sails or trailer. Contact Steve Hartman FS 3205 (217) 359-5835 fax (217) 359-5839 steveh@jsmpts.com.

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6516 Tall Oaks Trail
Charlotte, NC 28210

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Continued From Page 20

Massapoag Yacht Club 54th Annual Regatta

September 6 and 7, 2003
Massapoag Yacht Club
Sharon, MA; Contact Diane Kampf
508-234-8047 or
dianekampf@charter.net

Flying Scot Fall Classic September 13, 2003

Toms River Yacht Club
Toms River, NJ
Contact Glenn Shaffer at (609)
921-6930 or fs5213@earthlink.net

Long Island Flying Scot Championships Palmer Regatta September 13, 2003

Sayville Yacht Club Fleet 173
Contact Joe Van Denburg:
631-447-7987; jkv208@aol.com

Lake Murray Sailing Club September 13 and 14, 2003

Columbia, SC
Contact Larry Vitez for more
information lvitez@carolina.rr.com

Flying Scot Fleet 24 Regatta September 20, 2003

Candlewood Yacht Club
New Fairfield, CT
Contact Fleet Captain Andy Fox:
AndyFox@alum.american.edu
or (860) 354 - 6161

Konigsberg Regatta September 20 and 21, 2003

West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
Contact Frank Gibson
703-271-2716; e-mail:
fhgibson@peoplepc.com

2nd Silver Piper National Championship September 27 and 28, 2003

Capital District, Fleet 42 and Selby
Bay Sailing Center
Edgewater, MD
Contact: Mary Ellen Neff
410-798-4146

Hot to Trot Regatta September 27 and 28, 2003

Portage Yacht Club Fleet #20
Pinckney, Michigan
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jcdavis784@yahoo.com
or 810-231-7784

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Name _____ Phone _____ Sail # _____

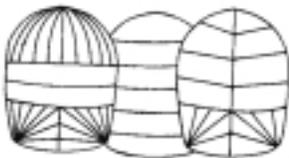
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; White

- | | | | | | |
|--|--------------|--|--------------|--|--------------|
| <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.

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