

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 47 NUMBER 5 2003

MISTY

**On the Road to
INVERNESS**

FSSA

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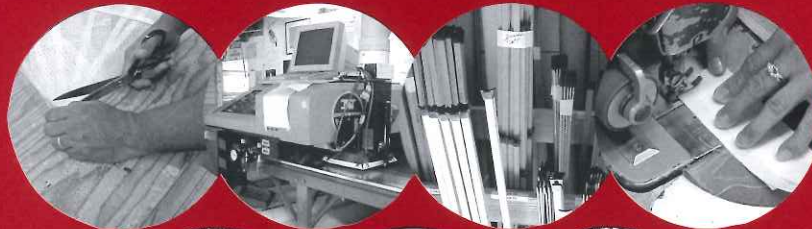
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3008 Millwood Ave.
Columbia, S. C. 29205
803-252-5646 • 1-800-445-8629
FAX (803) 765-0860
Email: info@fssa.com

PRESIDENT

William B. Ross*
178 Woodstream Road
Moorestville, NC 28117
(704) 664-9511
rosswilliamB@aol.com

FIRST VICE-PRESIDENT

Bill Vogler*
1902 E. Taylor Drive
Bloomington, IL 61701
(309) 663-0576
bvogler@ilstu.edu

SECOND VICE-PRESIDENT

Susie Stombaugh*
2341 Wilmore Road
Nicholasville, KY 40356
(859) 885-3302
fs2162@netzero.net

COMMODORE

James B. Harris*
775 Haw-Thicket Lane
Des Peres, MO 63131
(314) 966-8404
jamesbharris@worldnet.att.net

SECRETARY

Barbara Griffin*
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056
bardon87@aol.com

TREASURER

Glenn D. Shaffer*
299 Raymond Road
Princeton, NJ 08540
(609) 883-6688
gshaffer@ieshaffer.com

IMMEDIATE PAST COMMODORE

Daniel Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
(412) 831-1042
samoyed@cobweb.net

FSSA MEASURER

Robert J. Neff*
1032 Old Turkey Point Rd.
Edgewater, MD 21037
(410) 798-4146
neffs@aol.com

EDITOR, SCOTS n' WATER

Kay Summerfield
705 Ocean Avenue
Beachwood, NJ 08722
(732) 286-4890
slokay@earthlink.net

DESIGNER (1904-1992)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Courtney Cantrell
3008 Millwood Ave. • Columbia, SC 29205
(803) 252-5646 • (800) 445-8629
info@fssa.com

*Denotes Executive Committee Members



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EDITOR: Kay Summerfield, 705 Ocean Avenue, Beachwood, NJ 08722, (732) 286-4890, slokay@earthlink.net

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From The President

by Bill Ross, FS 5210



This is my first time writing as your newly elected President, so I would like to first tell you a little about my self.

When I was about 5 years old I first sailed on my uncle's Snipe in Tiverton, RI. After that I always wanted to learn how to sail. It wasn't until the early seventies that I first got the opportunity to sail my own boat in Atlanta. At the time I began, the family was growing and I was golfing and traveling extensively. One Monday morning as I was heading out I realized that I had hardly seen the family that weekend due to the golfing. Since my wife, Diane and I are both New Englanders, we talked about a sailboat and soon bought an American 16, then

came the Atlanta Barefoot Club and not long after that a Thistle, which we sailed as a family boat for 13 years at lake Norman. After Diane's bout with heart surgery and the kids were off to college the Thistle was no longer the right boat for us, and Hal Walker and Don Sweet from Lake Norman introduced me to the Flying Scot.

Our first regatta was the NAC at Marion, MA. We sailed the warm up in the Buzzards Bay Regatta with winds in the 15-25 range planning and bailing all the way around the course. The seas were 3-4 feet and the boat took a pounding up wind, but never did we feel threatened. We met the Ted and Florence Glass, the Hotts, Carpenters, and many more. The

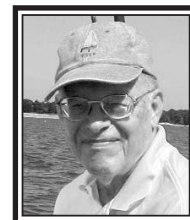
experience and the people we met convinced us that there are boats other than the Thistle. We still have one in the family, however, as my son Mike, and daughter-in-law Judy have an old restored "Woodie." But, We have moved on!

We bought F/S 1290 from a LNYC member in 1988 and Diane and I sailed the boat together for about ten years, but her health situation has caused her to avoid long exposures to the sun. In recent years Missy Hart has been the crew while Diane continues to support the activities of the local fleet, and travels as the support crew.

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Change of Watch

by Jim Harris, FS 5430, FSSA Commodore

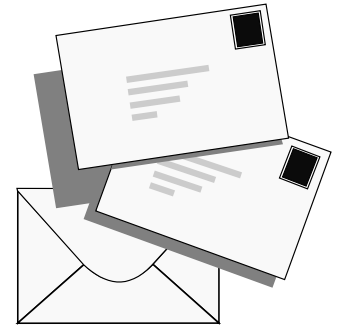


All the best to your new President, Bill Ross. The last three years were made enjoyable by all the excellent people in FSSA. While much has been accomplished, Bill has a full plate. I'm sure all of you will give him your continued support and cooperation. So many people worked with me that I hesitate to mention some, because I will miss others



Thank you, all FSSA members. Dan Goldberg tells me the job of Commodore is to be the FSSA nit-picker and sometime critic. I'll try to live up to Dan's standards. ▲

Letter to the Editor



In issue #1, 2003 of your magazine, there was an article decrying the declining membership. As someone who sails a Scot hours (as far as I know) from the nearest other Scot and who never races in the class, I'll tell you why I DO pay dues. The most valuable thing for me is information on sailing our Scot faster/better (even if we're not racing) and access to vendors/products that we wouldn't hear of otherwise. For example, the article on heaving to was in this vein. I also like to hear about ways to enjoy our Scot further, like the owner who fashioned plywood sheets to allow camping on their Scot. Articles on practical subjects like raising/lowering the mast short-handed are valuable. New owners in particular could benefit from these kinds of stories. I also like being

aware of new products that enhance our safety and enjoyment.

I'm not bothered by the race reports, as long as there are other articles of interest to me in there, too. One complaint I have is that some of the articles aimed at better/faster sailing are so full of salty technical racing lingo that I have trouble understanding what they're saying. Despite the fact that my husband and I have decades of sailing experience (from windsurfers to 38 footers), sometimes the language is beyond us. Maybe Midwesterners don't speak seafarer as well. For us, and folks newer to sailing, a little editing to make sure it's understandable would help. Also us solo sailors haven't heard of the newer racing equipment (took me several issues to figure out what the tight rig was), so

an explanation is in order. Those of you who are

deep into the racing circuit can absorb a lot of things by proximity to other Scot sailors and boats. We don't have those opportunities. Maybe having a section on "basics" in each issue would be valuable to newer members.

Personally, vendor discounts wouldn't help us that much as we're not buying new equipment very often. More valuable is the information in the magazine that helps us enhance the enjoyment of our Flying Scot.

Jan Hibbing, MN

President's Message

Continued From Page 4

We never thought that becoming the President of the FSSA was in the future for us, but we are looking forward to the challenges that are before us. There are some issues that we have to address soon, as the Class finances are serious a concern.

Membership in the FSSA is up this year and we hope the trend will continue. We don't want to face another dues increase, so we need the cooperation of all the Fleet Captains and District Governors by having them encourage all who participate in regattas to become members of FSSA. Too many people are taking from the sport and not giving back. For

instance, US SAILING estimates there are 200,000 sailors racing in this country. Only 40,000 belong to that organization. This is our governing body for the entire sport! We as the FSSA likewise have the same problem. So, what are we going to do about it?

Here are some recommendations:

1. In our local fleets make it a requirement for all fleet members become FSSA members.
2. District Governors encourage those participating in regional regattas to join FSSA. Consider making it mandatory to participate.
3. Let's make an effort to bring the non-racers of our class into the fold. Plan some events that include them and

show them some value in becoming a member of the Class.

4. Buy your steady crew a FSSA membership for Christmas or a birthday, or better yet, just do it.
5. How about a differential entry fee at regattas for non-members?
6. Plan events locally that involve all the Scot owners and sell them on the idea of belonging to FSSA. Help the non-racers by showing them what they can do to become better sailors, i.e. clinics, boat tuning, social functions involving them. You will be hearing more from your Board on this subject, and watch for Charlie Fowler's activities. Membership his major responsibility and he is charging ahead with some good ideas. ▲

There's a New Fleet in Town

by Ken Nelson, FS 25

And So it was that the second Flying Scot Fleet in Washington State was established, Fleet 186. After years of working as a statewide fleet it was decided that the best way to help with the growth of each area was to establish a new fleet. The Portland area is also working on establishing a fleet. Fleet 100 has a long and glorious history being established in 1984 by Charles Buffington, James Caro, William Claypool, and Alan Rees. Several of the early members of Fleet 100 had roots in the Tri Cities. Ken and Marianne Wood sailed here in the seventys and Hal and Cheryl Hay also sailed here (in Flying Scots no less)...To bring things full circle, a couple of years ago Dennis Trimble purchased Hal Hay's Flying Scot and brought it back to the Tri Cities. Last fall



Ken Wood called me to say that they were embarking on an adventure to build a hospital in Africa and would be out of the country for a year or so, and could I take care of his Flying Scot. Promptly thereafter John Bickford came to my rescue to sail the Wood's Scot in the fall series. I used to be the sole Scot in the Tri Cities (after three previous

ones had left) and managed to talk Rick Wright (where are you?) and Dave Gilles into buying the boat. Soon after Al Hopp, Roger McVicker, Dennis Trimble, George Martin, Van Ramsdell (he owns two!!) and Scott Brim (you oughta drop one of the T's off your first name) joined the fray. I used to travel over to the west side a couple of times a year, and one year they made the mistake of making me Fleet Captain. We have continued as sort of a bicameral fleet, but it has become obvious to me that the continued growth in the original Fleet 100 is going to be dependent on Puget Sound area Flying Scots. I know that everyone in this new fleet strongly supports the efforts of Fleet 100 to grow and the efforts of the Portland area to develop its fleet. Pacific District Flying Scots. ▲

Ray Peters wins the Bronze Bucket

by Ken Nelson, FS 25

In the annual Flying Scot regatta at Ft. Worden, Ray Peters and crew Mark Rol FS 2127 came away with the prize. Ken Nelson and crew Wanda Haddon FS 25 finished second and Dennis Trimble and crew Gary Smit FS 1863 finished in a virtual tie for second, placed third. But the real action was off the water in the quest for the fabulous chef trophy, won by Matt Martin (crew FS 3905)...John Mason FS 3905 won the Fleet 100 participation trophy in this first meeting of the newly christened Fleet 186 (Charbonneau) and Fleet 100 (Lake Washington). The new fleet captain for Fleet 100 is Doug Farnham FS 2074. Doug hails from Fleet 1 on Lake

Cowan and has even sailed at the birthplace of Scots at Deep Creek Maryland. We had great wind on Saturday getting four races, but the wind Sunday decided to wait until most folks had already headed for home. Wanda and I enjoyed a great sail with Peters/Rol out into the



Strait of Juan De Fuca. We had some excellent conditions, just enough wind to get you on a plane, not enough to scare the wits out of you, and the traditional Pt. Townsend flukiness. Chris Niblack is already taking reservations for next year (at which I promised twenty boats, and with any luck the districts). A marvelous time was had by all

Results

Peters	FS 2127	1	3	2	1	4pts
Nelson	FS 25	3	5	1	2	6pts
Trimble	FS 1863	2	1	3	5	6pts
Mason	FS 3905	6	2	4	6	12pts
Gilles	FS 2169	4	6	5	3	12pts
Farnham	FS 2074	5	8	8	7	21pts
Bryan	FS 2495	8	7	7	9	22pts ▲

On the Road to Inverness

The Continuing Adventures of Wanda, Ken and Al



by Ken Nelson, FS 25

It was a dark and stormy night, er, it was a wild and crazy day... Inverness, California is located about 30 miles north of San Francisco, but light years away in pace and lifestyle. Flanking Tomales bay to the west is the Point Reyes National Sea Shore. On this sleepy peninsula lie Pt. Reyes station, Inverness Yacht Club, and the breeding ground for great white sharks and Hog Island oysters. Inverness Yacht club is

located on Tomales Bay, which at the northern end is Bodega bay, breeding ground of the great whites (little ones like six footers churn the waters off IYC, or so they told us). The bay runs almost directly north and south and lies on (actually is) the San Andreas Fault. Legendary for its heavy air sailing, the wind builds throughout the day just like clockwork, racing times are determined by the daily scheduled high tides. Over

the years the bay is silting in and some members jokingly refer to Inverness as Club Mud. The launch lift is on a pier about 300 feet out from the Yacht Club, at low tide boats can actually be resting in the mud on the end of the dock. The Pacific Districts were again being held at Inverness Yacht Club hosted by Fleet 40. We decided to leave early for the Pacific Districts in Inverness to give us some

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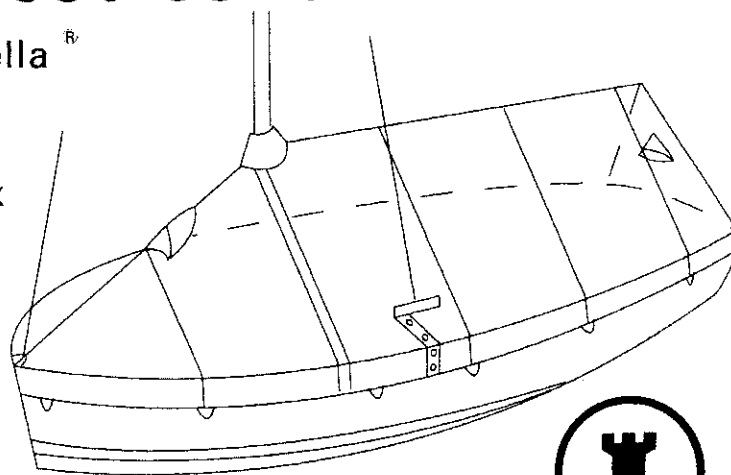


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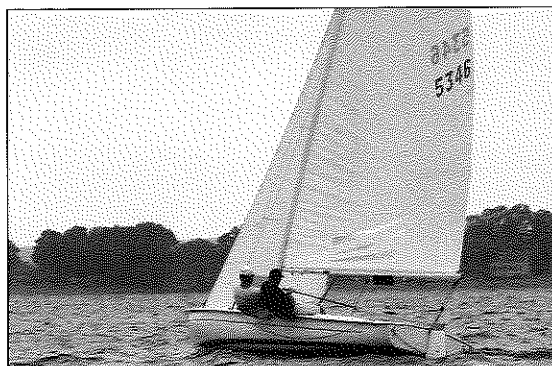
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- 2003 Junior NAC's 1st and 2nd Overall
- 2003 Wife/Husband Nat'l's 1st, 2nd, 3rd, 4th, 5th and 6th
- 2003 Great 48 1st Overall
- 2002 Open House 1st and 3rd Overall
- 2002 NAC's 1st and 4th Overall
- 2002 MidWinter's 1st Challenger Division

...and more!

Congrats to Bill Draheim, Marcus Eagan, Andrew Eagan, Natalie Mauney, Scott Mauney, Harry Carpenter, Richard Wade and Red Dog Jones for their fine victories!

Gus Sails was glad to be on board.



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Inverness

Continued From Page 7

time to get used to the conditions and tour the Napa and Sonoma wine regions. I arrived at Al's house about 2 hours later than expected (last minute boat stuff you know) only to find that we had just blown a bearing on the trailer, grease was everywhere. Al had insisted that we use his trailer (something about not trusting my 1958 rusting hulk trailer with new bearings and tires to make the journey). To make a long story short I was able to get a friend of mine to change the bearings and provide a new hub for Al's trailer so we could start our journey to Inverness a bit later than expected (at 5 PM instead of noon)... We rolled into our campsite at 7:30 the next morning, cleaned up a bit and headed into San Francisco for the obligatory stop at the Haight Ashbury district and the California Chopper shop. Al Hopp (Fleet Captain for Fleet 186) is in his latest incarnation a big Harley aficionado you see. Having received the requisite instructions on what not to say to the Hells Angel owner we managed to stay out of trouble. After perusing the bookstores, record stores, et al in Haight Ashbury we headed for a restaurant called Rumpus, that Wanda I had been to before that had the most excellent polenta and Bloody Marys. Unfortunately we were not able to find it (or it isn't there anymore) so we settled for the nearest restaurant we could find, Uncle Vito's Italian Cafe... quite a nice substitute actually.

A little later in the day we took the boat to the Inverness Yacht Club yard and met up with Staff Commodore Banana. Banana was one of the original members of the Youngbloods (along with Joe Bauer and Jesse Colin Young) in the 60's. Banana still resides in Inverness, playing music and selling rare guitars, not to mention sailing Flying Scots on Tomales Bay. A great guy to know and sail with, he knows all the great restaurants to boot, this time he took us to his favorite Italian restaurant in Petaluma. We spent

Friday morning prepping the boat for the racing, and then treated ourselves to a tour of Sonoma in advance of Saturday's racing. Fortunately we controlled ourselves, keeping in mind what was in store for us, while still managing to support the California economy.

The heavy air of Inverness is legendary and did not leave us disappointed. Saturday's racing began about 11 AM and as usual the wind continued to build throughout the afternoon. We completed three races as planned on Saturday, but by the time of the third race it was really blasting!! Seemed like 30 knots, they tell me it can't be but it sure seemed more than the "ordinary 20-25 knots"...It was fairly intimidating, so much so that we didn't raise our chute on the down wind leg. Just in

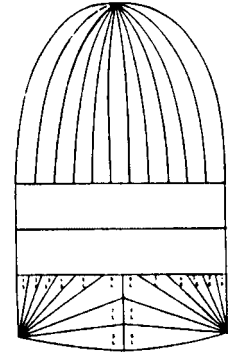
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us disappointed.

front of us the other boat making the journey from Fleet 186 Dennis Trimble FS 1863 had capsized, broaching while gybing with his chute up (and board up), slowly turning turtle, and ending the day with a tow. We felt much better about our decision not to fly the chute after seeing this. Unfortunately on the final lap, we forgot to ease our vang after rounding the weather mark and snap, the boom broke in two, and so we had to retire on jib alone. Another boat (Banana and James Garrett) lost its centerboard when it hit the ground tackle to the leeward mark. Another boat broke its forestay extension, and yet another retired because it just wasn't fun anymore. Attrition really took its toll that third race.

Back at the dock and very, very tired, the cleanup began, whilst telling stories and

re-hydrating of course. Sailor's returned in the evening for a fantastic social event and dinner. Fleet 40 Fleet Captain Wendy Burger and cohorts put on a most excellent regatta and feast and provided some stunning entertainment in the way of a Flying Scot promotional video from the early 60's that was shot almost entirely on Tomales bay. Some great shots of Sandy Douglas planing away with the classic configuration of snubbing winches and the mainsheet leading from the end of the boom. The story goes that a famous Hollywood moviemaker arranged to do the documentary in exchange for a Flying Scot. The piece we saw didn't have audio, but it was a fascinating video in any event. I recognized a lot of the old fittings and parts that are still on my boat. Sunday morning we rose again to the fearsome conditions on Tomales Bay. Pretty beat up from the previous hard day's sailing we were able through the graciousness of our hosts to borrow a boom off one of the venerable members of the "lichen" fleet of Flying Scots at Tomales Bay. Of course when you are still sailing with as many original parts as I do, sometimes the newer attachments and old hardware don't match up...We had to do sort of a hybrid affair in order to create a fully functioning boom. And so we were off for the climactic second day of sailing on Tomales Bay. Although the wind was still at its fierce levels, everybody was able to finish sailing on Sunday with nary a mishap. OK so I did get some blood on the mainsail, but it was just a minor flesh wound. In the end Robert Cardwell FS 4009 demonstrated his Inverness heavy air prowess won the Pacific Districts 2003. Cardwell is a local legend that has been in the top ranks of Inverness Flying Scot sailing for decades. Over the years his name is on the Pacific District Trophy more than anyone else. Tom Brock FS 5500 finished in a close second, and John Phelan FS 3640 finished in third place. Fleet 100 and 186 thank Fleet 40 for putting on another tremendous district event. 🏆

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MISTY

One Brother Set Sail on a Dream, But the Other Had to See It Through

by Elizabeth Leland

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Four years ago, in a back yard in Davidson, two brothers surveyed what was left of their childhood sailboat. Misty was her name.

As kids in the 1960s, they had raced her with their dad on Lake Erie and jumped off her bow on summer vacations in Michigan's Little Crystal Lake.

For the past few years, no one had raised the sails or lowered the center-board. Her floor had rotted. The metal on her rudder had rusted. Her red, white and blue paint had peeled.

The older brother, nicknamed Twig, stared at the old boat for a long time without a word. He had loved nothing better than to ride at her bow so the wind and waves smacked his face.

Finally, the younger brother, Geoff, spoke up.

What are you thinking?

Tears flowed down Twig's cheeks.

I can't believe I'm getting her.

Misty was his now, a gift from their dad. As sad as she looked, she represented the best of their childhood.

Twig had a dream: Misty would sail again.

Misty Memories

Misty was built in 1957, one of the first Flying Scot sailboats, No. 24 out of 5,530 now. Their father bought her from a friend when she was 5 years old.

After Geoff and Twig Spencer grew up and moved away, their father found

other people to crew for him in races at his home near Orlando, Fla.

In Davidson, Geoff bought his own Flying Scot, No. 2847, and several times a year, he and Twig raced Geoff's boat. Misty Memories was her name.

The brothers knew each other so well and knew the intricacies of the Flying Scot, they could communicate with few,



if any, words. Geoff was the detail man - he fine-tuned the boat to make it sail faster. Twig showed up for the race and for the festivities.

Sailing brought the brothers together again.

Now Twig would have his own boat, too.

Geoff had towed Misty up from Florida to Davidson, and Twig took her the rest of the way to his home in Norwalk, Conn.

He removed Misty's hardware and sanded her bottom and deck. With the help of a brother-in-law, he patched the floor. It was slow going, and if some-

thing better came along - a bike ride or a hike - he left Misty and the job behind.

Two years passed, and Misty still sat, dismantled, in Twig's back yard.

Sept. 11

Twig worked as a commodities broker on the 84th floor of the World Trade Center. When the first plane hit on Sept.

11, 2001, he called his wife and parents: I'm OK. It was the other tower.

Geoff learned later that when the second plane hit, two men on the 84th floor headed down one stairwell - and survived. Twig headed down another.

George E. "Twig" Spencer III died at age 50.

He left a wife, two children - and Misty.

Not the same

Without Twig, sailing wasn't the same for Geoff.

"After the funeral, I was going through some stuff, and I found the racing instructions for Indian Harbor Yacht Club in Connecticut. Twig and I raced it together. I broke into tears."

When someone else crewed for Geoff, he found himself wishing Twig was there.

"Twig knew everything about the boat. He was great at being my eyes and my ears. I didn't have to worry about anything other than making the boat go as fast as the dickens."

Continued On Page 13

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Name _____ Phone _____ Sail # _____

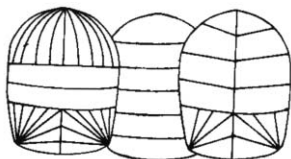
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; White

<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.

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

Mark Colors On Diagrams



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



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Misty

Continued From Page 13 —

Geoff quit sailing and sold his boat, Misty Memories.

She'll sail again

But he kept thinking back to that evening four years ago when Twig broke down in tears because Misty was his: I can't believe I'm getting her. On the Friday after Thanksgiving 2002, Geoff acted on impulse. He drove to Connecticut. He would rescue Misty. He would finish what Twig had started. It took Geoff a day to get Misty in shape to travel. Brown water the color of tea had filled her cockpit, with chunks of ice and decaying leaves bobbing about. The floor sagged like a sponge. Back in Davidson, Geoff labored over Misty for six months. He cut away fiberglass and replaced rotten balsa wood. He resanded and repainted the deck and hull. He cleaned the hardware. It was nasty work.

"I would never rest in peace if the boat hadn't come back. I wasn't going to let his dream die."

The final task was to screw in blocks that guide the ropes. "I was sobbing over this silly piece of hardware. She was back together again. She was whole."

Back on the water

On May 4, a gray mist hung over Lake Norman and Geoff, now 46, took it as a sign.

He lowered Misty into the water, raised the sails and steered out of the cove.

Geoff shouted up to the sky: We're sailing, Twig. We did it, buddy.

"This is my brother," he said patting Misty's newly-painted sky-blue deck. "This is what his love was. This is where I say 'hello' to him. It's where I feel him and sense him."

The only thing left was to race Misty. The only person who would enjoy it as much as Geoff - who would appreciate it as much - was his

dad, 81-year-old, George E. Spencer Jr.

On Wednesday through Friday, they plan to race Misty in the 2003 North American Championships at Lake Norman Yacht Club.

George Spencer will be Geoff's eyes and ears.

This time, Geoff said, he's not as determined to win.

"I've already won. This is my victory: showing up at the starting line." ▲

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			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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The Flying Scot 2003

North American CHAMPIONSHIPS

by Don Smith, FS 5005

It all started as the first boats arrived at the gate to Lake Norman Yacht Club. Although many folks arrived Friday, Saturday saw a lot more arrivals coming to sit in on the racing clinic given by Greg Fisher and Harry Carpenter. The day ended with a bagpiper who walked and played amidst the rigging of boats. Decorations were everywhere. It looked like a NASCAR racetrack. Sunday dawned with light air, just enough to run two championship races for four juniors and 13 women competitors. On the land, more boats were showing up. It started to look like a really huge regatta. In the end, it set a new record,

with 90 boats registered.

The kickoff ceremony was impressive. Monday arrived, and we had wind. Two qualifying races were finished by 2 p.m., and we all went in for lunch. Tuesday, and more wind. Qualifying race three was held on time.

WIND, and plenty of it for Wednesday's first two championship races. But Thursday, the summer caught up with us. No wind. RC was on the course all day, but nothing. Actually, it was a nice break in the action to just "cool it." We loaded 40 people and a beer keg onto a Flying Scot, eclipsing the old record of 35.

Friday brought a morning breeze and we

got in race number three. Then the wind started dying and shifting, and that ended the 2003 NAC racing. I think we set a third record by doing all the trophies in less than an hour.

Say your goodbyes...it had been a fun week. Re-met a lot of friends and met a lot of new ones. Thanks to FSSA, Flying Scot Inc., the Hotts, Schurr Sails, Fowler Sails, North Sails, Gus Sails, West Marine, Layline, and Fidelity Investments. Thanks to all the volunteers. And especially, thanks to all the sailors and their families who came, had fun, and made this a great regatta. ♠

RESULTS

CHAMPION'S DIVISION

- | | |
|---|--|
| 01 Bill Draheim & Scott Mauney | 20 Paul Lee & Denise Lee |
| 02 Marcus Eagan & Andrew Eagan | 21 Charles Buffington & Sarah Buffington |
| 03 Harry Carpenter & Carrie Carpenter | 22 Chris Danilek & Linda Danilek |
| 04 Greg Fisher & Joann Jones | 23 Jeff Penfield & Bob Nichols |
| 05 Larry Lewis & Starr Lewis | 24 Fred Strammer & Fred Strammer Jr |
| 06 Ralph Coffill & Christine Coffill | 25 Forest Rogers & Mike Ehnis |
| 07 Ronald Pletsch & David Pletsch | 26 Don Smith & Chris Kicinski |
| 08 Dan Neff & Jim McCarrick | 27 Bane Shaw & Ann Shaw |
| 09 Steve Bellows & Cayne Miceli | 28 Al Hersey & Del Foster |
| 10 Bill Ewing, Eileen Ewing & Kris Smith | 29 Starling Gunn & Bill Larson |
| 11 Dave Neff & Tom Lawton | 30 Ken Gorni & Ed Cherry |
| 12 Larry Taggart & Carrie Berger | 31 Steve Last & Steve Rajkovich |
| 13 Meredith Dodd, John Meredith & Ashley Dodd | 32 Anthony DiResta & Regina Lindahl |
| 14 John Luard & Toni Gahn | 33 Tom Pinkel & Peggy Woodworth |
| 15 Mike Roberts & Stacey Roberts | 34 Don Griffin & Barbara Griffin |
| 16 Hans Noordanus & Richard Dynes | 35 David Mahan & Bruce Orthrop |
| 17 Josh Goldman & Ian Gill | 36 Bernie Knight & Terri Swift |
| 18 Susie Stombaugh & Tim Stombaugh | 37 Dan Goldberg & Joni Reis |
| 19 Ira Cohen & Brian Hayes | |

Continued On Page 14

RESULTS CHALLENGER'S DIVISION

- | | |
|--|---|
| 01 Jerry Lane & Gene Lane | 18 Craig Milliken, Brad Milliken & Mark Aspland |
| 02 Charlie Fowler & Nancy Fowler | 19 David Jones & Chris Allred |
| 03 Tom Clark & Dick Dommel | 20 Felicia Bamer & Shirley Bild |
| 04 Ed Summerfeldt & Herb Lindsay | 21 Ed Wojtaszek & Marne Wojtaszek |
| 05 Larry Vitez & Carla Vitez | 22 Dick Worthen & Roger Worthen |
| 06 Bob Summerfeldt & Allyson Summerfeldt | 23 John Hurley & Maria Hurley |
| 07 Melanie Dunham, Bill Dunham & Carrie Berger | 24 Dennis Leffler & Linda Gucciardi |
| 08 Richard Grayson & Ralph Harlan | 25 Daren Hoffman & Jeanette Hoffman |
| 09 Bob New & Trisha Scardina | 26 Dick Fowler & Mike Fowler |
| 10 Joe Price & Laurie Goddard | 27 Eric Wojtaszek & Gloria Wojtaszek |
| 11 Bill Ross & Missy Hart | 28 Emilio Tellini & John Tellini |
| 12 Donna Mohr & Jon Hamilton | 29 John Burke & John Russell |
| 13 Frank Meehan & Ashley Dodd | 30 Patrick Swan & Leslie Bilodeau |
| 14 Mike Eudy & Kathy Eudy | 31 Cary Wren & Ella Wren |
| 15 Tom Kirtley & Dorothy Kirtley | 32 Stewart Cofield & Harvey Howalt |
| 16 Jim Brown & Myra Brown | 33 Bill Vogler |
| 17 Jimmy Lee & Doug Orr | |

RESULTS SENIOR'S DIVISION

- | | |
|------------------------------------|--|
| 01 Frank Gibson & Debbie Gibson | 11 Jim Harris & Betty Struckhoff |
| 02 J. David Cladwell & Ian Denholm | 12 Jake Barnhardt & Amy Barnhardt |
| 03 Bob Neff & Mary Ellen Neff | 13 Chuck Gise & Joyce Gise |
| 04 Geoff Spencer & George Spencer | 14 Bill Reinke & Robert Faut |
| 05 Art Mastoras & Marilyn Mastoras | 15 Ted Kaperonis & John Ferguson |
| 06 John Davidson & Geri Davidson | 16 Chuck Smith & Tony Tussing |
| 07 Richard Newell & Susan Hauser | 17 Bill Clark & Carol Clark |
| 08 Mike Noone & Brenda Noone | 18 Roger Schermerhorn & Pat Schermerhorn |
| 09 Michael Sullivan & Joe Sullivan | 19 Donald Hott & Charlotte Hott |
| 10 Skip Schmidt & Beverly Schmidt | 20 Blair Boggs & Bruce Juel |

RESULTS WOMEN'S DIVISION

- | | |
|---------------------------------------|---|
| 01 Joni Palmer & Carrie Carpenter | 08 Jane Mahan & Stephanie Mahan |
| 02 Melanie Dunham & Carrie Berger | 09 Donna Mohr & Stacey Roberts |
| 03 Meredith Dodd & Ashley Dodd | 10 Chris Kicinski & Trisha Scardina |
| 04 Linda Danilek & Catherine Strammer | 11 Maureen de la Houssaye & Lynne Strange |
| 05 Shirley Bild & Felicia Bamer | 12 Terri Swift & Suzie Domagala |
| 06 Christine Coffill & Regina DiResta | 13 Laurie Goddard |
| 07 Suzanne Burnside & Treez Decker | |

RESULTS JUNIOR'S DIVISION

- | | |
|---|--------------------------------------|
| 01 Andrew Eagan & Marcus Eagan | 03 Kara Lane, Jerry Lane & Gene Lane |
| 02 Fred Strammer, Chanelle Strammer & Teal Strammer | 04 Sara Tellini & Emilio Tellini |

Grand Maumelle Sailing Club, Little Rock, Arkansas • June 21 & 22, 2003

WIFE-HUSBAND NATIONALS

by Natalie Mauney, FS 5346

Seven boats from Fleet 23 (Corinthian Sailing Club, Dallas, Texas) participated in the annual Wife-Husband Regatta at Grande Maumelle Sailing Club, Little Rock Arkansas. A total of 27 teams showed in total, ranging from local Flying Scot Fleet 133 to fleets from Alabama, Kentucky, Maryland, Ohio, Illinois and Florida.

For those who've not been to Grande Maumelle, it's well worth the trip. Just 4 hours northeast from Dallas, the lake is nestled in the rolling pine hills of central Arkansas. The club, started in 1960, is home to Flying Scot Fleet 133. The grounds are beautiful and the people are among the friendliest we've encountered (much like our neighbors to the South, Fleet 67, at Canyon Lake, Texas). Several couples opened their homes to visiting racers, and showed us what real hospitality is all about.

For most of the couples from Fleet 23, this was their first Wife-Husband Regatta – Judy & JC Adrian, Susan & Jody Justus, Melissa & Tommy Miller, Phil & Teresa Morris, Carolyn & Jeff Perna.

Karen & Harry Carpenter from Flying Scot Inc. traveled 21 hours from Oakland Maryland to compete and to deliver three new boats to Fleet 23 members – Susan & Jody, Teresa & Phil, and Frank Richards (who showed up Saturday afternoon to see & drool over his new boat, and also help out with race committee – thanks Frank!)

Friday's winds looked promising (of course, the regatta didn't start until

Saturday); Saturday's breeze was a little lighter, but still very nice (8 to 12 knots). Early Sunday morning the winds had dropped to nearly nothing – everyone at that point was trying to convince the Committee to call it a regatta. However, the smart race committee stood their ground and set up a quick W 1 course in light thermal breeze. The wind built nicely for the second race (as the

Committee knew it would!), which brought a nice close to a great 5-race regatta.

Other things of note – Two skippers from Fleet 23 teams were women – Greta Mittman and Susan Justus – way to go ladies! Also, Carolyn & Jeff Perna won the Bob Penticoff Memorial Trophy for highest finishing couple - first time to sail in the Wife-Husband Regatta. ▲

WIFE-HUSBAND RESULTS

CHAMPION'S DIVISION

- 01 Natalie & Scott Mauney
Fleet 23, Texas District
- 02 Karen & Harry Carpenter
Fleet 6, Maryland District
- 03 Carolyn & Jeff Perna
Fleet 23, Texas District
- 04 Melissa & Tommy Miller
Fleet 23, Texas District
- 05 Susie & Tim Stombaugh
Fleet 165, Ohio District

CHALLENGER DIVISION

- 01 Peg & John Woodworth
Fleet 83, Midwestern District
- 02 Kelly & John Bryant
Fleet 133, Gulf District
- 03 Pauline & Joe Erwin
Fleet 133, Gulf District
- 04 Joe Ann & Michael Sullivan
Fleet 83, Gulf District
- 05 Brenda & Jim Mulhollan
Fleet 133, Gulf District

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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.

\$34.00

Clip to hold extension to tiller.

\$2.00

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.

\$59.50

Clip to hold extension to tiller.

\$2.60

Spinnaker Pole...

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

\$198.00

Carbon Fiber Spinnaker Pole...

Tapered carbon fiber pole with light weight RWO pole ends and center ring attached.

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

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\$11.00

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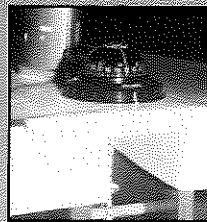
\$9.00

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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...

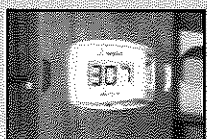
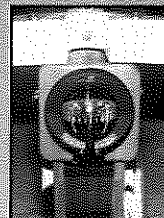
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$79.00

Plastimo Contest Tactical Compass & Mount...

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

\$230.00



Tacktick Micro Compass & Mount...

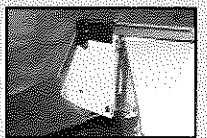
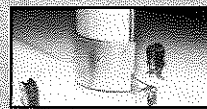
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Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.

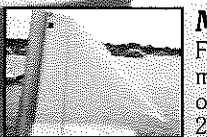
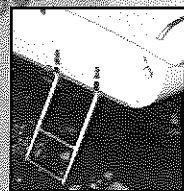
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Grab Rail **\$22.00**



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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.

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On-Line MEMBERSHIP RENEWAL

by Hank Sykes, FSSA Website Editor




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your internet browser to good old www.fssa.com. Once you see the home page, "navigate" to the membership page, and click on the link for the online membership application. Here's what you will see:

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Use this Flying Scot Sailing Association membership application only if you want to start or renew your membership on-line and charge the fee to your credit card via PayPal.

If you wish to send your application by mail, or pay by check, please print out and complete this [form](#) .

Once you have completed the online application, click the Continue button at the bottom of the page.

You will be directed to the PayPal web site to complete a secure membership fee transaction using a credit card. By using PayPal, and for your added security, your credit card number is not collected by or retained on the FSSA web site.

Please make sure all required parts of the form are completed. (* = required).

After completing the application form, you are directed to PayPal to pay for your membership. PayPal is an affiliate of the now famous eBay. If you do not already have a PayPal account, you will be guided through the process. Once the

account is established you pay for your membership using the credit card you designate to PayPal. PayPal emails you a receipt for you records and that's it. You will be done in just a few minutes, and you save the postage stamp.

STARTING LINE

Calendar Of Monthly Events

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
 Contact: Jim Davis, 810-231-7784
 or jcdavis784@yahoo.com

VISA Regatta
October 4 and 5, 2003
 Contact Larry Vitez
 lvitez@carolina.rr.com

Great Scot/Gulf District Championship
October 11-12, 2003
 Birmingham Sailing Club
 Lake Logan Martin in central AL
 Contact Regatta Chairman:
 Dave Whitehart: 205-822-0740
 d.whitehart@worldnet.att.net

Pumpkin Patch Regatta
October 11-12, 2003
 West River Sailing Club
 Chesapeake Bay Fleet #97
 Gainesville, MD
 Contact Frank Gibson
 703-271-2716; e-mail:
 fhgibson@peoplepc.com

2003 Open House Regatta
October 18 and 19, 2003
 Corinthian Sailing Club
 White Rock Lake, Dallas, TX
 Contact Tracy Aber
 tracyabr@earthlink.net

Adams Cup
October 20 - 25, 2003
 Lake Norman Yacht Club
 near Charlotte, NC
 Contact Teresa Decker
 704-596-2210,
 tdecker@ussailing.net

Fall 48 Regatta
November 1 and 2, 2003
 Lake Norman Yacht Club
 Charlotte, NC
 Contact Larry Vitez
 lvitez@carolina.rr.com

Cajun Country Championship
November 22, 2003
 Pelican Yacht Club
 False River, LA
 Contact Al Rees, (337) 234-6878
 akrees@bellsouth.net

Gator Bowl Regatta
and Flying Scot Gator Challenge
December 6 and 7, 2003
 Rudder Club of Jacksonville FL
 Contact Jon Hamilton
 jh_hamilton@hotmail.com or
 the Rudder Club, 904-264-4094
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2003 Full Moon Regatta

by Eileen Ewing, FS 5246

Despite the cold and dreary weather in the northeast this spring, twenty-six boats from three states joined us on Saturday, June 14 for our twelfth annual regatta. We managed three races sandwiched in between the morning fog and the afternoon thunderstorm. Winds were out of the west ranging from 8 to 12 m.p.h.

Trophies were wind chimes imported from the Conch Republic. The farthest traveled award was presented to John Cooke and Robyn Cavagna from Connecticut, and Bruce Cattanaach distributed door prizes from our sponsors.

For the first time since the regatta's inception, Monmouth Boat Club sailors swept the first four spots in A Division and the first-place finish in B. This prompted some dialog regarding local knowledge. We'd like to share what we

know about sailing on the Navesink River. The wind rarely blows out of the west. When it does, you may find a lift on starboard tack along the north shore...or you may not. The best local knowledge we can pass on is:

- a) Be ready for anything.
- b) Auto tacks happen.
- c) If you see a boat ahead on a lift, it may be gone by the time you get there.

d) You are not safe if you are ahead, especially downwind.

e) Don't give up. Big gains can be made by staying focused on the wind shifts.

Now that you know everything we do, why not sail the moon next year?

The results can be found on the FSSA website at www.fssa.com. ▲

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FS 1011 – Lofland built in 1966. White deck, orange hull. Main, jib, spinnaker pole, anchor, mooring cover. Sailcraft trailer with new tires. Garaged. Fresh water sailed. **\$2900** Located in Scottsdale (Phoenix area), AZ. Contact Myrra or Randall Johnson at myrrajo@aol.com, (480) 946-1180.

FS 1650 – Lofland built in 1969. Good working condition, new mast and rudder. Newer 3 horse Johnson motor. 1 set sails plus spinnaker. Sterling trailer, blue boat cover. **\$2600** obo. Located in Minnesota. Contact John Seabury, (507) 647-4160.

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 2431 – Douglass built in 1973. Boat in excellent condition with trailer. Fully rigged for racing with jib sheets on seats and all other lines run to centerboard cap (easy to singlehand). Includes 2 North mains and jibs, with one spinnaker. White hull and deck. Steel mast sleeve, lifting bridle, compass mounted on centerboard cap, anchor, spinnaker pole, cover, rudder lift system (not installed). **\$3500** obo. Located in Albany, NY area. Contact Phil Riback, (518) 475-0151, psriback@concentric.net.

FS 2664 – Customflex built in 1975. Great condition, has been sailed on Kerr Lake for 18 years where it is stored. Hull is yellow and white with red stripes. 2 sets of sails, 1 new. Trailer. Anchor, jackets, ready to sell. **\$3000**. Located in Chapel Hill, NC. Contact Shepard, (919) 929-6088, jgshepard2@aol.com.

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 Kota 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 3014 – Douglass built in 1977. White, good shape, needs varnish. New main and jib (an old set) with bags. Whisker pole, motor mount and old Johnson 2.5 trailer needs wiring. **\$4200**. Located in Cape Mag, NJ. Contact John Magee at (202) 775-8671.

FS 3114 – Douglass built in 1977. Actively raced, dry sailed only. Galv. trailer, full racing equipped. Blue hull, white stripe, white deck (as seen on the cover of Scots 'n Water). Extra sails, if needed. Asking **\$4500**, possible delivery. Located in Sayville, Long Island, NY. Contact Joe Van Denburg at (631) 447-7987, jkv203@aol.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 4040 – Douglass built in 1985. Good condition. Ivory hull and deck. Schurr sails, motor mount, mooring cover, Tee-Neer Trailer with spare. Dry sailed only. **\$4500** Located in Phoenix, AZ. Contact John Jones; (480) 614-8343; JTJ1@qwest.net.

FS 4624 – Douglass built in 1988. White hull, white deck, blue trim. Main, Jib & Spinnaker (spinnaker used only once). Reef or spinnaker halyard, masthead flotation, jiffy reefing. Adjustable motor mount bracket. Mooring cover. Galvanized trailer. **\$5500**. Located in Raleigh, NC. Contact Barney Smith, cell (919) 319-8502, (919) 345-1265.

FS 4789 – Douglass built in 1991. Excellent condition. Sailed Too Little! White with red trim. Dry sailed. Schurr Main, Jib, Spinnaker, detachable motor mount compass (plastic coated), race rigged, handy extras, Galvanized trailer w/spare. **\$5500**. Located Northport, Long Island, NY. Contact Robert Smith, allyboba2000@aol.com, (631) 262-1423.

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 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 5040 – Flying Scot built in 1995. 2 main, 2 jibs, 1 spinnaker One set new in 2003. Carbon fiber tiller and extension, tapered spinnaker pole, Tanaka outboard motor and travel cover. This Flying Scot is the most radical/tricked out Scot you will find anywhere! **\$9000**. Located in Largo, FL. Contact Michael Roberts, (727) 434-2002, mkrdc@aol.com.

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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@jsmaptors.com.

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hans.noordanus@lowsc.org

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Black Mountain, NC 28711
(828) 669-5768
tlawton@mac.com

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3803 NW 25th Ave.
Miami, FL 33142
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(618) 632-0712
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