

SCOTS n' WATER

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VOLUME 48 NUMBER 1 2004

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From The President

by Bill Ross, FS 5210



When have you last introduced a young person to sailing? When have you last taken a kid out racing? They are out there waiting for you.

Earlier this year I took a couple of young boys 14-15 years old racing for the opening day of our club-racing program. Neither had ever sailed before, knew none of the sailor's language, and couldn't understand what makes the boat go forward. Believe me that makes things difficult. We take the sailors language for granted. One of these guys grew up on the water with motorboats, and the other recently moved to my neighborhood from New Mexico. He didn't know what water is!

The young man (Brad) from New Mexico had a ball, and according to his parents couldn't stop talking about his experience after a day on the water, being at the club, and meeting other youths his age; some of whom he knew from school. We had a great day, and his parents met us at the club that night for dinner. Well, summer came and went and we didn't get to go sailing again until September.

In September we tried racing again. Things went very well, as he had been reading a little and looked at some videos I had given him of Flying Scots, some of my Olympic experiences, and miscellaneous other things. Well, on that day of sailing in September the club was hosting another event in the vicinity of the clubhouse. It was a high school regatta with 13 schools participating. I was letting him sail the boat around between the races and he gradually navigated the boat over towards the high school racecourse, so I explained how round robin racing works. Needless to say we missed the start of our next race, but while observing the high school activities he was learning to sail Moxie and having a good time.

The next day we went to the club early, so that he could meet the people involved with the high school event. He didn't know that his school had been participating, and neither did I. This was a big mistake! As we approached the group of about 50-60 on shore, the other half was already racing, several kids came up to him who were from his school, and before I knew it he was off

with them to watch the boat swap at the end of the dock.

Before the day was over Brad had been recruited to the local sailing team, I lost my crew, and am now committed to giving the team shore training sessions this winter on Friday nights. His mother and father are hauling the kids to regattas and smiling all the way. As his mom walked by the house the other day, we asked her if I had created a monster. Her reply was, "It certainly has changed our life style!" And dad? Well, Brad tells me that he is asking lots of questions about how to sail a boat.

Too many of us think that Flying Scots are not for kids. I used to think that way myself, but now I'm not so sure. Why not take a kid sailing yourself? You don't have to take them racing. The boat and all that stuff that makes it go is what turned these guys on. What about the other guy? Well, he is into scuba diving now, but tells me that he is anxious to go racing again. His job on the boat will be to keep the bottom clean, with scuba gear of course. ▲

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Introducing Capitol District FLEET 81

by Ed Price, FS 4618

FSSA Fleet 81 was re-chartered in 2002 and is based at the Susquehanna Yacht Club just east of York in south central Pennsylvania (Capitol District's upper region) on the Susquehanna River. This river provides over 50% of the fresh water to the Chesapeake Bay entering near Havre de Grace, MD. The club faces a 2-mile by 10-mile section of the river created by the Safe Harbor dam known locally as "Long Level" or "Lake Clarke".

Fleet 81 has 12 members and began a schedule of fun racing and other social events in 2003. Over the winter we'll assess our activities to determine planned activities for the 2004 season. SYC has been in existence over 50 years and has 165 active members with a waiting list at this writing. Members own both sail and powerboats, but the major-

ity are sailors. The club has 3 active one-design fleets: Flying Scots, Lightnings, and Lasers.



Hurricane Isabel caused substantial damage to the club's facilities as the storm pulled away from the region. Sustained strong winds from the Southeast came right up the river and destroyed most of the floating docks, sank the race committee pontoon boat

after ripping it from its mooring, toppled a tree onto the roof of the newly-completed picnic pavilion, and damaged numerous other boats on moorings. Power was out for several days as downed trees had to be removed from the river access roads. Two privately owned marinas near SYC also suffered damage to boats and docks. Several long-time club members said that they had never seen such destruction along the river.

Luckily, no one was seriously injured and the storm came near the end of the sailing season. Two all-volunteer work-days at the club cleaned up most of the debris, assessed the needed repairs, and winterized the facilities.

If nothing else, Hurricane Isabel reminded us of the tremendous force of wind and water as well as our vulnerability. ▲



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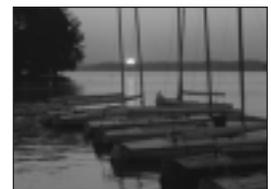
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Introducing Capitol District FLEET 103

by Debbie Cycotte

A Recap of the 2003 Season for Fleet #103 – FBYC Home of Flying Scot Fleet #103 is the Fishing Bay Yacht Club in Deltaville, Virginia. For those of you that haven't been there, FBYC is an outstanding sailing spot on the Chesapeake Bay. The Yacht Club is located on both sides of a peninsula that allows a great deal of flexibility in setting courses and race management. While it is not the oldest yacht club in the region, it does rank up there since it was founded in 1939. A new two-story clubhouse was finished in 2001 that exceeded all the expectations of the membership.

The Flying Scot Fleet has experienced terrific growth over the last several years -- from 13 Scots in 2001 to 23 Scots in 2003, and most likely will continue on this upward trend in future years. For an enthusiastic beginning to the sailing season, we invited Greg Fisher from North Sails to come give a Clinic in Flying Scots. This was co-hosted by our Scot friends and neighbors, Fleet #185, from the Rappahannock River Yacht Club. Over 55 Scotters, from 4 different Virginia fleets, gathered at Fishing Bay the beginning of April to brave the cold weather. The on-the-water coaching part of the workshop was cancelled due to 45

degree weather and 20+ mph winds, but things worked out well with shore-side activities on boat rigging and tuning, sail trim and handling, and performance tips for our boats. Greg answered all our many questions and gave us lots of excellent ideas and advice for the upcoming season to go around the race-course fast.

The Spring Series kicked off the first weekend of May. Four separate race days were planned for May, but due to a very stormy and wet Spring, we only managed to get two days of racing completed. A total of 12 Scots raced in six races. The Spring Fleet Champion is John Beery and the runner-up, Cam Hoggan.

The Annual Fourth of July Long Distance Race attracted 23 one-design boats, of which 5 were Scots. All boats are scored with the Portsmouth Handicap Rating System, and sailed around government markers on the scenic Piankatank River. The top Scot for the day was Walt Bryde. The Summer Seabreeze Series, which consists of two different race days in July, have starting times later in the day than our normal races. The first day saw 7 Scots on the starting line during the four races. Top honors went to John Beery. David Lee claimed the overall victory in the second Summer Seabreeze, which had 6 boats racing in three races.

Team Racing Event

A new event for the yacht club this year was the Team Racing Regattas with the Rappahannock River Yacht Club. Two days of racing, one at each club,

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Fishing Bay Yacht Club dock after Hurricane Isabel

Fleet 103

Continued From Page 7

would constitute the series. Flying Scots were the designated class, but the event was open to all members of the yacht club. A special seminar for FBYC was organized to educate the racers in the fundamentals of team racing, and a practice race was held. Each club sent 3 boats to compete. The first day of racing was held at Fishing Bay in light air the end of June. RRYC won with a score of 3 - 2. A month later, the teams met again, with the return match at RRYC. Winds of a steady 14 - 16 knots provided close to ideal conditions. FBYC won all four matches of the day and the overall series. The FBYC Team consisted of Team Captain – Mike Schmidt, John Beery, Geoff Cahill, Noel Clinard, Debbie Cycotte, and David Lee. All teammates agreed that this was some of the most fun racing they ever experienced. Judges were Scot sailors, Allan Heyward from FBYC and Tom Norris from RRYC. These regattas drew lots of spectators compared to our regular races. We suspect this event will be added to our sailing calendar for many years to come.

64th Annual One-Design Regatta

The second weekend of August is always the date of the Annual One-Design Invitational at Fishing Bay. This year marked the 64th time for the regatta.

The Flying Scots had the largest fleet with 18 boats, half of them visitors from other fleets/clubs. A total of 8 races were sailed in good wind conditions. We had great weather, only a few light sprinkles of rain the whole weekend and wind of 8 - 15 knots. MR. ROBERTS, the RC boat for the FBYC, was back on the race-course after being refitted with two new diesel engines earlier this summer. Hans Noordanus, our newly elected District Governor, from Lake of the Woods Sailing Club won the regatta. He had five first place finishes, a fourth place, and threw out a fifth place finish!!! Hans also took a "swim" at the jibe

mark in one of the races, but that didn't seem to slow him down any. FBYC's David Lee took second. Scotters from West River Sailing Club took the next two spots, Frank Gibson in third and Rick Newell placed fourth.

Race Results

(Complete results can be found on www.fbyc.net)

- 1 Hans Noordanus & Richard Dynes
- 2 David Lee & Jason VanDenBerg
- 3 Frank Gibson & Debbie Gibson
- 4 Rick Newell & Susan Hauser
- 5 Blake Kimbrough & Malcolm Cobb
- 6 Dave Batchelor & Waldo Johnson
- 7 Phil Webb & Owen Davidson
- 8 Ric Bauer & Sharon Bauer
- 9 Gene Kendall & Becky Froass
- 10 Marshall Orr & Tom Liville
- 11 Donna Mohr & Jon Hamilton
- 12 Mike Schmidt & Mike Sweeney
- 13 John Beery & Joey Schott
- 14 Noel Clinard & Geoff Cahill
- 15 John Buhl & Jay Buhl
- 16 Jimmy Lee & Sam Wilson
- 17 Roger & Pat Schermerhorn
- 18 Dan McFarland & Eric Schrier

Isabel

The Fall Series, which was to be a four race day series also, had a great start with 9 boats coming out for the first day of racing in September. Three races were held that day but the threat of a hurricane loomed before us. Many prepared their boats for the storm before they left the club that afternoon.

Unfortunately Isabel would not be detoured, and on September 18th delivered her wrath. The winds were primarily in the 50 - 60 miles per hour range with gusts up to 85 miles per hour. The tidal surge was four to five feet above mean high tide, making it the second worst since the 1933 Storm.

The yacht club survived without any damage to the buildings, and lost only three tall pine trees, and many big limbs came down, but we had substantial damage to some of the docks. The Fishing Bay dock was the worst hit and is pretty much a total loss. The docks of the Jackson Creek side fared better, with

only one of the three docks receiving major damage. The remaining Fall Series races were cancelled following the storm so the club could have clean-up days and try to put the docks back to a temporary usable state, which didn't work too well for the Fishing Bay dock.

Fall Series

The last event of the season was the Annual Indian Summer Invitational the second weekend of October. Due to the lack of races in the Fall Series, the Club's Race Officials decided to count this regatta as part of the Fall Series. Six Scots came out to race in the two-day event, which got 10 races in. The winner of the Indian Summer Regatta, as well of the Fall Series Champion, is Walt Bryde. Phil Webb is the Fall Series runner-up. A total of 10 boats competed in this series.

The Flying Scot Fleet was selected this year by our Commodore, Dick Cole, to receive The Fishing Bay Challenge Bowl Trophy. The Commodore selects an event or class at the beginning of the season to receive it. This year it was for the skipper/boat that competed in the Spring Series, Summer Seabreezes and Fall Series, and the High-Point Percentage Scoring System was used to determine the winner. Cam Hoggan and Chip Hall were awarded this trophy.

I also want to recognize Noel Clinard on having perfect attendance to all of the club races this season. While he does not receive an award (sorry, I wish there was one for this achievement), I think we should all strive for his record next season.

Fleet 103 will be hosting the Capitol District Flying Scot Championship in 2004. A tentative date of September 11 - 12 is slated, but please check future issues of Scots n' Water to confirm this. An On-The-Water Racing Clinic by an expert One-Design sailor will probably be held the day before the regatta.

We hope that many of you can come visit our wonderful club and enjoy some of the finest sailing the Chesapeake Bay has to offer. ▲

BIG-TIME

Race Committee

by Dan Goldberg, FS 4991

Last October I had the opportunity to serve on the Race Committee for the U.S. Sailing National Men's and Women's Championships (Mallory and Adams Cups, respectively), sailed at Lake Norman Yacht Club near Charlotte, NC. What an experience! As a small-lake sailor, it gave me a whole new perspective on top-notch race management.

The Race Committee (RC) boat anchored in the racing area at least one hour before the first start, every day. That meant for days with 9:00 am starts, we left the dock at dawn! Then we proceeded to take wind readings (with a hand-held compass) every 2-3 minutes right up to the start, both on the RC boat and on the mark-set boat hovering near the anticipated location of the windward mark (usually a mile away). This enabled us to plot the wind direction as a function of time, and to determine the median wind direction (which became the compass heading to the first mark). Then we told the mark-set boat exactly where to put the windward mark. And I do mean exactly! All the mark-set boats had GPS, so the marks were placed precisely where we wanted (for example, 0.9 miles at a bearing of 272 degrees). By the way, there were separate mark-set boats for each mark, so it was easy to change marks and shorten course when necessary. In addition, there were two safety boats.

On the RC boat, we had one person calling the time and sounding the horn; one person responsible for the flag signals (including starting sequences,

recalls, postponements, etc.); one person responsible for lining up the starting pin and hailing "over early" boats, one person recording everything, one person taking wind reading (yours truly), and a Principal Race Officer (PRO) who made all the executive decisions. For this regatta, the PRO was Bill Ross, who of



Photo by Josh Jones
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course, is the President of the Flying Scot Sailing Association.

The starting pin was also located by GPS and was within one degree of perpendicular to the wind every start! Bill was a firm believer in setting long lines, to give everyone a chance for a good start, and was a stickler for setting square lines. As a result, we did not have a single general recall the entire regatta! If a last-minute wind shift greatly favored one end, he postponed the start (even once with less than 5 seconds to the start). Our lines were typically 500 feet long for the 12-boat fleet of Highlanders (Mallory) and 11-boat fleet of Flying Scots (Adams).

Bill was also a firm believer that racing should be a test of sailing skill, not luck. Therefore he would not start a race in less than 3 knots of wind. Luckily the wind held all week, so we didn't have to contend with any drifting conditions.

During the races, we continued to monitor the wind direction and strength. If there was a major shift, we changed the location of the next mark. If the wind lightened, we shortened the leg accordingly. We managed to get off 12 races in 3 _ days!

We mostly set windward-leeward courses, with an offset mark near the windward mark (to avoid congestion right at the mark), rather than triangles. This placed a greater emphasis on tactics and strategy than straight-line boat speed on the downwind legs.

We were always thinking ahead. As soon as one race finished, we were ready to start the next race, with marks moved as soon as possible even while the tail-enders were finishing. Thus there was minimal waiting time for the competitors between races.

Everyone in every boat (RC, mark-set, and safety) knew their job, and the whole team functioned like a well-oiled machine. I travel to a lot of regattas (both regional and national), and am often disappointed by poor race management. Even simple things like setting good starting lines seem beyond the capability of some race committees. By

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Big Time

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contrast, I was really impressed with the overall race management skills of Bill and his team for the Mallory and Adams Cup races.

How can these techniques be applied to local sailing clubs with less sophisticated equipment and less manpower? Here are some suggestions:

- Get out to the race course early enough to determine the range of wind oscillations, and set the windward mark to the median wind.
- Set some windward-leeward courses, especially when it's too windy for spinnakers on a reach. Your local sailing instructions may have to be revised to allow windward-courses. The offset mark should be different in appearance from the windward mark,

and placed about 100 feet from it and about 10 degrees to leeward of it.

- **MOST IMPORTANT** – set long, square starting lines. Don't hesitate to postpone if a last-minute shift results on one end being heavily favored, or if all the boats bunch up at one end of the line. In my 20+ years of racing at our lake, I can only remember one postponement because of a wind shift just before the start! There is nothing worse than a bad line.
- Have the individual recall, general recall, and postponement flags read to hoist at the start. Also know the horns that accompany the raising and lowering of each flag, and the timing sequence involved for postponements and recalls. Consult the Racing Rules of Sailing (RRS) if needed. The inside back cover of the RRS contains all the

signals used in racing and the corresponding sound signals.

- Do not start a race in drifting conditions.
- If you intend to sail races back-to-back, have everything ready for Start #2 right after Finish #1.

Hopefully we can all apply these suggestions to our local fleet and district racing. Also, if you are an experienced PRO at your lake, consider inviting some less-experienced people to work on the Race Committee with you. The more people we train correctly, the better!

Incidentally, Flying Scot sailors Joni Palmer, Carrie Carpenter, and Meredith Dodd from Deep Creek Lake (Fleet 6) won the Adams Cup. They sailed great in all wind conditions (ranging from 5 – 20 knots throughout the week), and their hard-earned victory was well deserved! 

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July 17 - 23, 2004 • Carlyle Lake, Carlyle, IL * Fleet 83

The Carlyle Sailing Association (CSA) and Flying Scot Fleet #83 are proud to announce the hosting of the Flying Scot NAC on July 17-23, 2004. Come and bring the whole family for a fun-filled week of racing and sailing. The theme for the regatta will be commemorating the 200th anniversary of the Lewis and Clark Expedition of 1804-06. Local attractions for the non-sailing family members include fishing, hiking, bird watching and golfing. CSA is located approximately 60 miles east of St. Louis, Missouri, which has the Gateway Arch, the baseball Cardinals, a world famous zoo, art museum and many other entertainment activities.

Flying Scot Fleet #83 and the Carlyle Sailing Association (CSA) are located on Carlyle Lake, which is a man-made lake that is approximately 7 miles long and 3 miles wide consisting of 26,000 acres of water. CSA offers excellent sailing facilities: paved boat parking, three jib cranes for launching boats, two boat ramps, 800 ft of dock space, air-conditioned club house, restrooms and showers, and an out-door pavilion. Childcare will be available by special request. The winds in July are light to moderate, 5-15 mph, with temperatures in the high 80s to mid 90s.

Check out the Carlyle Sailing Association website: <http://www.csa-sailing.org/> for additional details! Look for local attractions, motels, family activities, and social events.

1. Rules:

This regatta will be governed by the Racing Rules of Sailing (RRS). The regatta will be a Category A event. FSSA Class rules require RRS 61.1(a) be modified such that all boats shall display a red flag in the event a boat(s) intend to protest.

2. Eligibility:

Eligibility requirements are as follows:

a. Championship and Challenger Divisions: As stated in the FSSA Bylaws. Reminder: FSSA membership dues must be paid by 18 June 2004.

b. Junior Championship: Skippers and crew must not reach age 18 in 2004, except that immediate family members (father, mother, brothers and sisters) may serve as crew.

c. Women's Championship: All skippers and crew must be women.

d. Women's and Junior Championship: Skippers must be Active, Associate, or Family members of the FSSA. At least five boats each must be registered in the Women's and Junior Championship by 5 July 2004 for these championships to be held.

e. Master's Championship: The skipper must be age 55 or older.

f. Senior's Championship: The age of the skipper plus one crew must be at least 120.

g. Skippers shall declare their intention to race in the Master's or Senior's Championship before the close of registration. Seniors may

change declaration after completion of the Qualifying Series. After the Qualifying Series has been completed and the scores are posted, Seniors will have one hour to change their declaration by reporting their intention to a representative of the Race Committee.

3. Registration:

Registration may be by mail using the form in Scots'n Water or the form on the FSSA web site (<http://www.fssa.com/>) or the Carlyle Sailing Association web site (<http://www.csa-sailing.org/fleets/fscot/fscot.html>). Registration may also be completed at the regatta site beginning at 8 a.m. on Saturday, 17 July 2004. Registration for the Junior and Women's Championships must be completed by 9 a.m. on Sunday, 18 July 2004. Registration for all other divisions must be completed by 5 p.m. on Sunday, 18 July 2004, unless other arrangements have been made with the registration committee.

4. Sailing Instructions:

Sailing Instructions will be available once a boat completes Registration and Measurement.

5. Measurement:

Measurement will be done in a similar fashion to the 2003 NACs held at Lake Norman. We will be spot-checking equipment in an effort to make the process less time consuming. Each skipper will randomly pick one of three color-coded cards that will determine what

Continued On Page 12

NAC NOR

Continued From Page 13

is to be checked on their boat. All boats will go through the process regardless of having been measured within the past five years. If you have never been measured or wish to have the entire boat checked; we would be glad to do this for you. But, you must tell the Secretary and get the correct forms. Club Boats are not eligible to take the abbreviated process, and will be completely measured. All boats will have all safety equipment checked.

6. Fees:

See Registration Form

7. Schedule of Events:**a. Registration/Measurement:**

Saturday and Sunday, 17 -18 July

b. Women's and Juniors:

Sunday, 18 July 2004

c. Qualifying Series:

Monday and Tuesday, 19 – 20 July

d. Championship, Challenger, Masters, and Senior Series:

Wednesday through Friday, 21 – 23 July

e. There will be no Warning Signal after 11 a.m. on Friday, 23 July, 2004.**8. Courses:**

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

9. Scoring:

Scoring will be according to the Low Point System Appendix A. All races shall be scored in each event (changes Appendix A2). Three races are scheduled for the Qualifying Series and five

races are scheduled for the Championship Series.

10. Prizes:

a. Championship Series trophies awarded to places 1-10

b. Challenger Series trophies awarded to places 1-10

c. Women's/Juniors TBA

d. Senior Series trophies TBA

e. Master Series trophies TBA

f. Other Special Awards

11. Lodging:

The following lodging accommodations are available in the Carlyle Area:

Mariner Village Resort**Microtel Inn & Suites (New)**

Carlyle, Illinois

(A block of 50 rooms have been reserved for NAC participants.

Cost is approximately \$70/night

10 Minutes from CSA

618-594-7666

877-451-7666

Super 8 Motel (New)

Carlyle, Illinois

10 Minutes from CSA

618-594-8888

Carlyle Lakefront Cottages

Eldon Hazlet State Park, Carlyle, Illinois

5 Minutes from CSA

618-594-3387

618-594-3015

Motel Carlyle

Carlyle, Illinois

15 Minutes from CSA

618-594-8100

Sunset Motel

Carlyle, Illinois

15 Minutes from CSA

618-594-4838

Best Western Motel

Greenville, Illinois

20 Miles from CSA

618-664-3030

Super 8 Motel

Greenville, Illinois

20 Miles from CSA

618-664-0800

Budget Host Inn

Greenville, Illinois

20 Miles from CSA

618-664-1950

Located adjacent to CSA is Eldon Hazlet State Park which has 328 Class A campsites with 30 and 60 amp electrical hook-ups for trailers, and 36 Class C campsites for walk-in tent camping. The state park also has 20 lakefront cottages that are available for rent and a large swimming pool. Check out the following web site <http://dnr.state.il.us/lands/landmgt/PARKS/R4/ELDON.HTM#Camping> for information on camping reservations or call 618-594-3011.

NOTE: No camping or pets are allowed on CSA grounds.

12. Safety:

It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a PFD when conditions warrant, and to otherwise provide for his or her own personal safety. Competitors are reminded that all federal and state safety regulations shall be observed.

13. Contacts:

Regatta Chairman: Tom Pinkel

618-632-0712 • tpinkel@charter.net ▲

*Come and Bring the Whole Family
for a Fun-filled Week of Racing and Sailing!*

*The North American Championships
July 17 - 23, 2004*

Wally Gator

by Tom Lawton, FS 3035

We in the Carolinas District have been enjoying Wally's company for the past year. He seems to be fitting in quite well and has told us he really doesn't want to go back to Florida. He's made so many friends here in the Carolinas that we're planning on coming down to Jacksonville in December to ensure that he gets to come back to stay with us for another year. Here are some photos of Wally relaxing around LNYC. Doesn't he look like he's having fun??



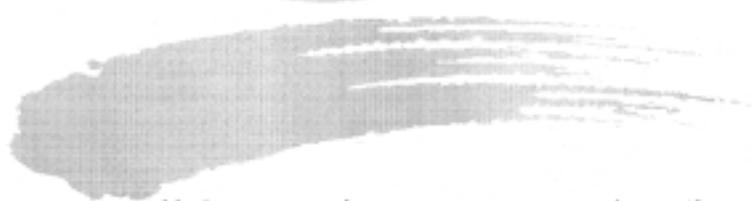
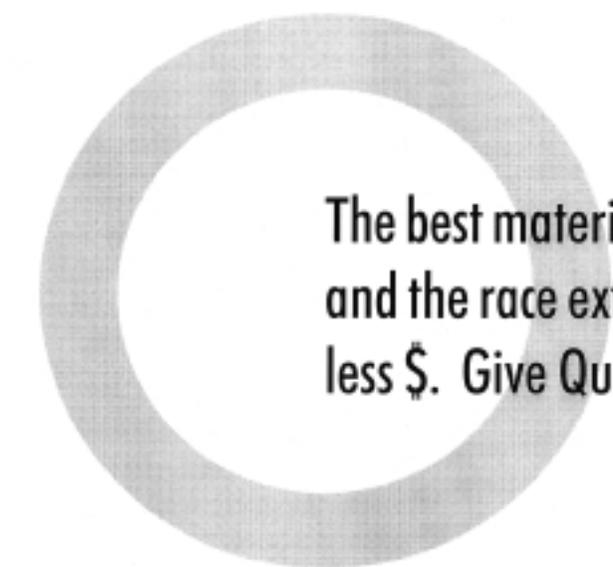
Wally Update

Wally has been enjoying his time here in the Carolinas. Between going for a ride on Tom DeLux's motorcycle and rowing around in Larry Vitez's rowing shell, he's stayed pretty active and trim. He told us he's looking forward to Thanksgiving with us (a chance to eat) and his weekend in Jacksonville- though he's already making plans to spend Christmas with us as well.



In case you aren't sure what this is about- several years ago, the Florida District instituted a District Challenge in conjunction with the Gator Bowl. The winning district gets to take Wally back to their district until the following year's event. Wally lived in Graham Hall's garage in Charlotte for the first year (1997-98) before returning to Florida for the next two years. Last year, three of us from the Carolinas District went down to rescue him from the clutches of the "Florida Armada". The Gator Bowl Regatta, December 6 & 7, 2003. Visit website <http://gatorbowl.home.comcast.net/> for the Notice of Race. 🐊

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How to Populate THE SPECIES

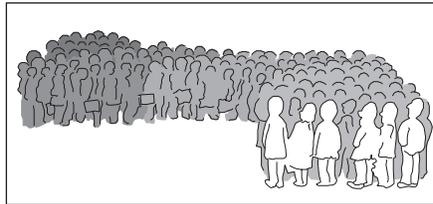
by Andy Fox, FS 3063

I read the article that Dave Jacobsen wrote regarding the demise of his fleet, and I was motivated to write an article about a program we have embraced here at Fleet 24 in Candlewood Lake, CT.

Five years ago our fleet was hovering on extinction: maybe 3 out of 10 boats would show up for our Sunday races, there was no sense of fleet unity, our regattas barely hit double digits and some fleet members wanted to run our regatta every other year. It was clear that our fleet needed new blood and a sense of purpose or face extinction.

One of the principles of the Candlewood Yacht Club is to "promote sailing." I suggested promoting sailing by creating sailing lessons. There was a lot of support for the idea but also many hurdles to cross: liability, promotion, fleet participation and safety. An attorney in our club researched the proposal and reported to the club's executive board that any "event" that the club participates in has no more liability than any other event. We also worked up a waiver, which may not be worth the paper it is printed on, but is certainly worth the ink used to print it. The next hurdle was promotion. We clearly did not want to start taking out ad space in the NY Times, yet word of mouth was not going to get the job done either. The solution here was to find a partner who would also benefit from sailing lessons. We first approached the local YMCA and they jumped on it. The final two hurdles just seemed to work themselves out through planning and organization. I had no trouble getting 4 other skip-

pers to volunteer their time and boats. Other fleet members offered to man the safety boats and help out in the classroom sessions. I structured the lessons for 8 weeks starting in Mid-May on a weekday evening. I set the lessons with 2 classroom sessions and then 6 on-water sessions. I searched the web and found information to create the necessary study materials. We were on our way...



We are now in our 3rd year of running the lessons. I changed the partnership from the local YMCA to the local Parks & Recreation department for better promotion. The agreement we have is that for each student they charge \$100 and the fleet gets \$50. The P&R dept also prints up some t-shirts for our "instructors." The lessons are open to everyone over 8 years old, however children 8-14 must take the lessons with a parent. Sailing after all is a family sport. If there happens to be available space, I offer it to club members at no cost. The lessons have grown from 8 students to the current 18 and 4 boats to 7 boats. I receive great support and participation from all fleet members. I even have support from one former fleet member who now belongs to a neighboring fleet. Some fleet members allow us to use their boats; others operate the safety boats or teach some of the classroom sessions.

The benefit to the fleet can be measured in many ways. Our fleet coffers have grown significantly. With the money we have made, the fleet is considering purchasing a lift for the Flying Scots. We now organize social events. Directly from the lessons, each year we have added another member to the fleet. Many of the students go on to regularly crew on our Sunday races. On our regular Sunday races, fleet participation is sometimes over 10 boats. There is now a real sense of fleet pride, we sent boats to lots of local regattas and our last regatta had over 25 boats in participation.

The Flying Scot is a great teaching vessel. It is very responsive to wind and sail trim. The cockpit is roomy enough for 4-5 adults and there is minimal need to "duck" when tacking. We generally place 3-4 students with each instructor in each boat. We have created a complete curriculum that includes basic sailing skills, man overboard drill, and mooring/dock approaches. For the last class we set up a small course and run some fun races. We have limited the course structure to exclude training on spinnakers to keep the class focused on basics. The response from our students is the best reason to run these lessons.

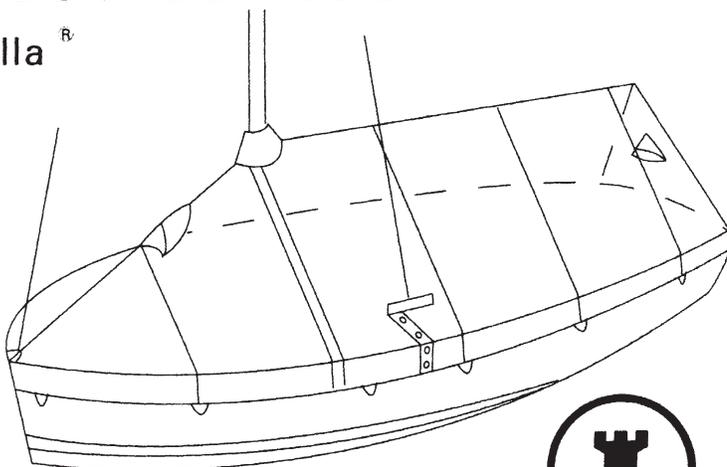
If anyone is interested in setting up sailing lessons at their club. I would be happy to give you the benefit of my experience and training materials I have created. You may contact me at: andy-fox@alum.american.edu. Remember by running sailing lessons in a fun, relaxed environment, you are promoting the specie of sailors and hopefully the Flying Scot class. ▲

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TED GLASS

One of a Kind!



by Jim Harris, FS 5430

Ted Glass, a long-time Flying Scot Sailor and active member of FSSA, passed away after a brief illness, December 6, 2003 at St. Mary's Good Samaritan Hospital in Mt. Vernon, Illinois. He is survived by his wife, Florence; a daughter, Merriwether Wilson; a son, McKemie Glass; 3 grandsons and 7 great-grandchildren.

Ted was born in 1912 in Montgomery, Alabama. He graduated from Georgia Tech and held a graduate degree in geology from the University of Alabama. He worked for the Army Corps of Engineers, several oil companies, and became a very successful independent petroleum geology consultant, settling in Mt. Vernon in 1949.

He was a member of the USYRU (now U. S. Sailing) Board of Directors, 1983 - 1985; on their One-Design Class Council Executive Committee, 1980 - 1982; the

Champion of Champions Committee, 1977-89 (chairman, 1980-82); and a Certified Senior Judge 1984-89. Ted held many positions with FSSA including that of President.

Ted began sailing a Scot in 1972 on Crab Orchard Lake in Southern Illinois. He moved to Carlyle Sailing Association in the mid 1980's and retired from racing in 1996. Florence was always his one and only crew. They were skillful and competitive sailors.

The Glasses traveled to many regattas and made friends throughout the Flying Scot community. They had their share of on-the-road experiences. Once, traveling to Riverside CT for the NAC's, their boat came unhitched on the road. As Ted told the story, the first he knew of it their boat was passing their car! It suffered minor damage in the incident so Ted rented a U-Haul trailer to bring it the

rest of the way, and sailed the regatta.

Ted and I spent many hours at regattas swapping stories. I understand that as a kid Ted was frequently in trouble for blowing up things. He began with firecrackers and graduated to dynamite, which probably led to his career in geology. Always willing to help, and ready with a quip, Ted was just fun to be around. His favorite game was wrestling a young man (frequently, one of the teen-aged Moore boys) on a dock. They would wrestle until one went in the water – and it usually wasn't Ted.

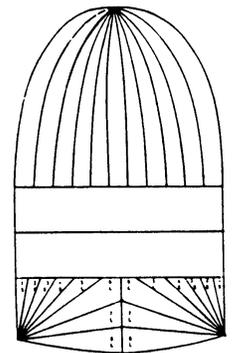
Florence and Ted were world travelers – from Central America and Southeast Asia for bird watching, to Europe for opera, to Africa for birds and animals, to the Middle East for history. They were a very adventurous couple!

I'm sure all of us will miss Ted as a "One of a Kind" sailor and person. ▲

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2003 NAC's Qualifier Series, 1st and 3rd Overall
2003 Junior NAC's 1st and 2nd Overall
2003 Wife/Husband Nat'ls 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.



Photograph by Jim Kransberger of PhotoReflect.com

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Personality Profile: COURTNEY CANTRELL

by Dan Goldberg, FS 4991

Author's note: Courtney Cantrell works at the Flying Scot Sailing Association (FSSA) Executive Secretary's office in Columbia, SC, as the FS Staff Representative. She handles all the day-to-day administration of the FSSA. Although some FSSA members may have talked to Courtney upon occasion, most of her work is "behind the scenes." In order to better acquaint our membership with Courtney and describe what she does on a day-to-day basis, I recently interviewed her. Below are my questions and her answers.

On a personal note, I have had the pleasure of working with Courtney in my previous capacity as an FSSA officer, and found her to be extremely helpful and cooperative. I am sure that anyone who needs to contact her will feel the same way!

Q: What is your academic background?

A: I have a BA degree in Philosophy from the University of South Carolina. I also did a cognate in Sociology.

Q: How long have you been working at FSSA?

A: I have worked with the association for eight years. Before becoming a full-time FSSA staff representative I assisted in troubleshooting for the membership database, maintained the website and assisted with mailings.

Q: What computer skills do you have that you need for the FSSA job?

A: I am very knowledgeable in Microsoft Office 2000, Microsoft Windows XP, Microsoft FrontPage, Adobe Acrobat, Microsoft Internet Explorer, Microsoft Imaging Programs, Scanners, and CD Writers. I like working with people and love a challenge!

Q: Can you describe your major responsibilities at FSSA?



A: My major responsibilities consist of maintaining the membership database, website, roster and fleet reports. I also keep up with new members, potential members and used boat transfers. I assist Kay Summerfield with Scots N Water, and assist Hank Sykes with the website. I also work with the District Governors and Fleet Captains in promoting membership within FSSA. I prepare membership mailings and prepare all mailing label orders. In addition, I issue the agendas for the semi-annual Executive Committee and Board of Governors meetings, and issue the minutes from these meetings.

Q: What else do you do on a day-to-day basis?

A: On a day-to-day basis I receive several phone calls and e-mails asking about boats for sale and other various questions. I also work to make sure that each used boat that is sold is tracked in order to solicit new memberships. I work with accounts receivables to process dues via USPS and the website. I assist both new and not so new governors and fleet captains. I work with Flying Scot, Inc. to make sure we have a very reliable potential membership list. I assist the Officers with the handbook, proxy and meeting information.

Q: Sounds like you are very busy! What do you like most about your job?

A: The diversity of people within the membership. I get an opportunity to speak with individuals all over the US and Canada. This job allows me to get a little piece of everywhere from my South Carolina borders.

Q: Do you enjoy traveling to Mid-Winters and North Americans?

A: Traveling is like a new adventure in the case of North Americans. As for Mid-Winters, it is an adventure worth doing again. I enjoy being away from the office and speaking directly with the members. It is nice to put a face with a name.

Q: Have you actually sailed on a Flying Scot?

A: I took my first sail on a Scot at Mid-Winters 2002 with Larry Taggart and Melanie Dunham in Harry Carpenter's boat. The company was wonderful and the ride very relaxing, however I was nervous about not having an engine. Thankfully Larry and Melanie returned to the dock with ease.

Q: Glad you lived to tell about it! What is your general impression of the Flying Scot sailors that you have met?

A: Each sailor is quite different and quite impressive. I am amazed how so many different types of people can come together to have a common interest. Each sailor has been extremely nice and welcomed me at each regatta. My overall opinion is that Flying Scot sailors are warm and friendly.

Q: What do you like to do away from the office?

A: I enjoy running, sports, water sports, reading, movies, outside parks, and attending University of South Carolina events.

Q: Any final thoughts?

A: All FSSA members are welcome to contact me if I can be of assistance. ♠

SAILING SEASONS

by John Luard © 1999 & 2003

Spring Fling

A gust
Rushes her forward
Buoyant
Her bow rises
Cold spray
Stings the eyes,
With rudder humming,
Grinning,
April springs



Fourth of July

Dayglo jet skis and gleaming motor yachts
Shouting sail racers and small boys with oars
Mrs. Osprey on her nest
Sees the river as a brown washer
on agitate



Fall Migration

Silently, ahead of the stem,
brant paddle their webbed feet.
Red maple and yellow hickory leaves
float by on the ebb.
We inch along with sheets limp
and conversations postponed,
The last sail before snow.



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

FS 1166 – Douglass built in 1967. Completely refurbished with new racing scot hardware, lines, paint, two sets of sails, spinnaker & galvanized trailer. Many options & extra parts. **\$4800 obo.** Located in Charlotte, NC. Contact Bill Cullen at ((704) 588-4372, besea1@earthlink.net

FS 1623 – Douglass built in 1969. Good sailing condition, sound hull. Sterling trailer. **\$2000.** Located Smith Mountain Lake, Southwest Virginia. Contact Richard Ungerer at (540) 721-3769, raucwp@charter.net.

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 2022 – Douglass built in 1971. White deck, red hull, two suits main and jib, one spinnaker and pole, bow floatation, masthead floatation, transom drains, compass, paddle, swim ladder, boom tent cover, sterling painted trailer, tongue jack. **\$2800.** Located in N.J. Contact Robert Rung at (973) 398-4948.

FS 2196 – Customflex built in 1972. Hodd main, jib, plus older set. North spinnaker. Bow, mast-head floatation. Stainless mast cleet. Swim ladder, h/m/e. Cunn. gram. 40" Ronson trailer extension. White deck, orange hull. Generic trailer, tongue jack. Excellent working condition. Sound hull. Dry-sailed. **\$2000 obo.** Located in Kansas City, MO.

Contact Robert Conklin at ((913) 362-1603, rsconklin@dstsystems.com.

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 2677 – Douglass built in 1975. Stored 10yrs. Light Blue hull. Excellent drop axel trailer with 14" tires, spare. Updated with all legal go-fast hardware. Motor mount, airbag, transom port, full boat cover. Two sets sails. One set North, in excellent condition. **\$3300.** Located in Chattanooga, TN. Contact Glen Myrick at (423) 622-7469.

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 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 3777 – Douglass built in 1982. In good condition, white hull, blue stripe, main jib, crisp spinnaker, pole, Taylor cover, motor mount. Galvanized trailer in good shape. **\$4750.** Located in OH. Contact George Roortring (330) 874-4541, dutchskipper@juno.com.

FS 4324 – Douglass built in 1987. Silver hull, off-white deck and red trim. Schurr jib with window, main-

sail and spinnaker. Lifting bridle, outboard bracket, anchor, compass, jiffy reef kit and cockpit cover. Galvanized trailer with spare tire. Dry Sailed. **\$5500.** Located in Red Bank, NJ. Contact Charlie Sokolski at (732) 817-0507, csokolski@comcast.net.

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 4990 – Flying Scot built in 1995. Excellent freshwater boat. White

with black stripes. Aluminum trailer, spare, bearing buddies, 2 sets North Main/Jib. North & Schurr Spinnakers. Top & bottom trailer covers, boom-on cover, compass, tapered spin pole. Drysailed/inside winter storage. **\$9500.** Located in Upstate NY. Contact John Mako at (315) 727-1665.

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.

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Simpsonville, SC 29680

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Alan Crombie
PO Box 158
Little Switzerland, NC 28749

STARTING LINE

Calendar Of Monthly Events

Midwinter Championship March 27 - April 2, 2004

St. Andrews Bay Yacht Club
Panama City, FL
Details to come.

Wife Husband Championship June 25-27, 2004

Crescent Sail Yacht Club
Lake St. Clair
Grosse Point Farms, MI
Contact Forest Rogers, (734) 954-
0452 or FS5230@aol.com

North American Championship July 17 - 24, 2004

Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-
0712 or tspinkel@charlter.net,

Sandy Douglass Memorial Regatta July 31 & August 1, 2004

Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall, (404) 634-
7192, fvandall@law.emory.edu or
go to www.dcls.org.

Flying Scot Canadian Championship August 21 & 22, 2004

Stony Lake Yacht Club
Stony Lake, Ontario
Contact Chris Greening at (705)
749-1697, dgreening@ptbo.igs.net

Sail for the Grail
September 18 & 19, 2004
Lake Arthur, Moraine State Park
North of Pittsburgh, PA
Go to [www.geocities.com/
~morainsailingc/](http://www.geocities.com/~morainsailingc/)

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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.

\$245.00

Flying Scot® Embroidered Shirts & Caps...

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

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\$32.00

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

\$9.00

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

\$11.00

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

\$9.00

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Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

\$1675.00



Aquameter Sailor II Compass & Mount...

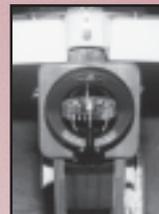
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$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...

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

\$425.00

Stainless Steel Mast Sleeve...

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

\$144.80



Rudder Lift System...

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

\$85.00

Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder

\$114.00
Grab Rail **\$22.00**



Mainsail Flotation...

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

\$150.00

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