

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 48 NUMBER 5 2004

Lagniappe: MAKING THE MAIN HALYARD

TWILIGHT Time

2004 **NAC**

Taming the SPINNAKER

Starting Them YOUNG



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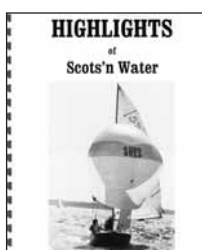
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From The President

by Bill Ross, FS 5210



Crescent Sail Yacht Club near Detroit hosted the 2004 Wife-Husband Championships in June. I had the honor and opportunity to attend as the chief judge for the event, and my wife, Diane, worked with the race committee. Forest Rogers and the entire crew at Crescent should be congratulated for the exceptionally fine regatta the club conducted.

Forest's committee provided custom-made Michigan weather--bright sunshine and sweaters--and some of the finest race management witnessed in some time. The racing was fantastic, and the coordination between the Crescent Sail Yacht Club and a neighboring club running a race for 100 keel boats showed what can be done when clubs cooperate. There were no incidents on the water when the keelboats came through in midafternoon on Saturday. Everyone was accorded his/her rights, and the

weight rule didn't prevail. The shore-side activities also were outstanding. The food was great, and there were no excuses for anyone to leave the club hungry. Trophies plus prizes from all the sponsors meant no one went home empty-handed. Thank you, Forest and your sponsors, for all your hard work and commitment to this event.

We have just completed the North American Championships at Carlyle Sailing Association (CSA) at Lake Carlyle, IL. As it has done many times in the past, the CSA hosted a fine North American Championship. The facility at Carlyle is top notch, and the racing conditions were perfect. The race management--with Ted Beier as the PRO--was excellent, and Tom Pinkel and his crew of 70+ onshore support made everyone feel right at home. Our congratulations to Kelly Gough and his wife, Heidi, for turning in a superb performance and

winning the North American Championship. Also to be congratulated are Charles and Sarah Buffington, winners of the Challenger Division, and Jeff Penfield with crew Bob Nichols, who won the Senior Division.

Our additional congratulations go to Joni Palmer and Janet Baxter, winners of the Women's National Championship. Joni and Janet haven't sailed together before, but they were a winning combination. We were additionally honored by Janet's presence at the Opening Ceremony, as Janet is president of US SAILING. Janet could not say enough about the Flying Scot®. And let's not forget young Fred Strammer, who, with his dad as crew, captured the NAC Junior Championship title!

The NAC for 2005 will be held at the Houston YC, Houston, TX. We are looking for lots of action in Houston, and the Texas crowd is planning a BIG time, so let's get cranked up and think Houston for 2005. Prospects for venues in 2006 look good, with two possibilities in the Northeast.

During the NAC, your Board approved a five-dollar dues increase. This was necessary to bring the Association to at least a break-even basis. This year we expected that we could lose as much as \$5,000 to \$6,000, but we were able to minimize that loss to about \$3,000. The dues increase will help us to maintain our good financial situation overall, and we added expenditures within the budget for the membership committee.

It has been a busy summer, and there is lots of action on the schedule for the balance of the year. Let's get out and support those fleets hosting events. You can learn a lot by sailing with your friends. Meet new friends, and experience the fun of sailing your boat with other Scot owners. ▲

From the Editor, Kay Summerfield

Iwould like to take this opportunity to thank everyone who submitted articles and photos this year. I feel that the kudos I have received this year really belong to all of you.

Choosing this year's Editor's Award winners was an extremely difficult job. Congratulations to this year's winners.

I am missing some of the perpetual Editor's Award trophies. If you know the whereabouts of these trophies, please let me know.

A special thank you goes to Marti Worthen, FS4586 for all her help in editing the magazine. Words can not express my appreciation for all her help.

Thank you again, and keep those articles and photos coming.

2004 Winners

Presented to the person submitting the best non-professional photo~

Judy Adrian, Fleet 23, TX District

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Presented to the District Governor for all the help and support he/she has given or drafted from his/her district~

Texas District

Scott Mauney, District Governor

Starting Them Young

by Larry Taggart, FS 5510

It's never too early to get youngsters acquainted with our wonderful sport of sailing -- life jackets required. Some sixteen years ago, I met my faithful crew Carrie Berger while preparing my Scot for the 1988 NAC (through a mutual acquaintance, she "volunteered" to hold the screw driver as I tightened some bolts below deck). And, although now married and with children ages 3 and 6, she remains loyal to Flying Scot sailing. But this is not about her; it's about her older child, Steven, to whom I am known as "Uncle Larry."

Because of Carrie's interest in sailing and the water, Steven likewise spends time close to the water. Carrie recalls one of his earliest surprising comments: seeing sailboats out on the lake near our yacht club, he questioned, "Is that Uncle Larry?" Steven's actual first sail on a Flying Scot came, when he was nearly 3, during a racing break at the Indian Harbor NAC's.

His next experience came on a day of three firsts. It was at our club's Opening Regatta in the spring of 2003. The 1st first: it was the christening and inaugural launch and race of my new Scot 5510. (Steven's younger sister, Caroline, decided that the new, slick aft deck made a great slide, with the boat on its trailer and propped up for drainage!) The 2nd first: Carrie and I decided to take Steven with us-- it was a light-air day -- for his first race. We were surprised when, on the way out, he asked to steer. He did a remarkable job, doing reasonably well in following instructions to either pull the stick toward him or push it away from him. During the race, he was instructed to hold the hiking line. He was told that, when I said "ready



about," he was to get off the seat. When I said "hard alee," he was to cross over the centerboard trunk and get on the opposite seat. He did this very well, holding onto the hiking line throughout the maneuver. He was absolutely no problem during the race and even helped to steer the boat back to the harbor. Oh, the 3rd first: we won the race!

Since then, Steven has raced with us on two other occasions, even remaining calm in some breezy conditions. On that occasion, and on his own, he decided to go to the "high side" -- his own choice of words -- as he did not like how close the water was on the low side. The hiking line remained his constant companion. He continued to want to steer, and he steers well -- on one occasion, steering for over a mile while on a reach, the only instruction given was to head for the yacht club.

Racing with a child is not without unusual situations. While leading on a spinnaker run in one race, Steven turned to Carrie and said, "Mommy, I gotta potty." Carrie looked at me, and I said, "Don't look at me. Give me the sheet; you've got five minutes before we reach the downwind mark." All went well, and we held our lead!

By the way, racing with a child cannot be all that bad. Steven has now raced in three series with us, and he remains undefeated!!! ▲



Twilight Time

by Dan Baird, FS 5594

It's finally starting to feel like spring. You are chomping at the bit to drop your boat in the water, start a watch, and race. But you have to wait for the "Spring Series" at your club to start. It is a common complaint of all sailors at this time of year.

There is a solution to this dilemma. At my club (SYC) we have found a way to solve this problem and, at the same time, sharpen our racing skills for the coming spring -- Friday Twilight Racing. Every Friday after the arrival of Daylight Saving Time, we race. The first race starts at 6 o'clock sharp, no matter what. The courses are very short, and we usually get about 4 or 5 races in before sunset. Most races are windward/leeward once around or, if it's blowing, maybe twice around.

The benefits are many:

1. Practice starts: These races are short. A twilight race under normal conditions lasts no more than 20 to 30 min-

utes. The start, as always, is very important. I personally cannot practice starting enough.

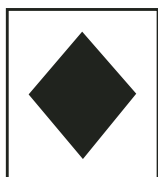
2. Crew training: If you are breaking in new crew for the spring and summer, this is the time to do it. With regular crew, this is the time to take your crew work to the next level from last year.
3. Windward work: All windward work is in close proximity to your competitors. You are forced to sail "up the ladder." The course has no corners; roundings are always interesting, as there always seems to be a crowd at the first mark.
4. Downwind work: The weakest part, but still of benefit. Usually a straight line/short run to the finish. Your crew gets to practice the set, raise the board, push the pole forward, clean up the mess, etc.
5. Gear and equipment: You are forced to check, lubricate, tweak, etc. all of

your gear. Hopefully, if you have failure of any kind, it will happen during a twilight race. Then you can replace parts early in the season, and you won't have to have Flying Scot Inc. ship them to you "yesterday guaranteed bolt-of-lightning express."

6. Fun and comradeship: (The best of all reasons) lying, beer, and dinner later, followed by more lying and beer.

Our twilight series lasts till the end of summer. We get many races in, in many different conditions. At times sailors in many different classes seem to show up, looking for a ride. This is good input. You are able to hone your sailing skills early in the season and get in valuable tiller time, and, of course, there's the lying and the beer. ▲

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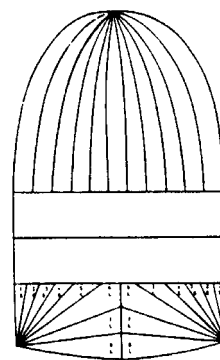
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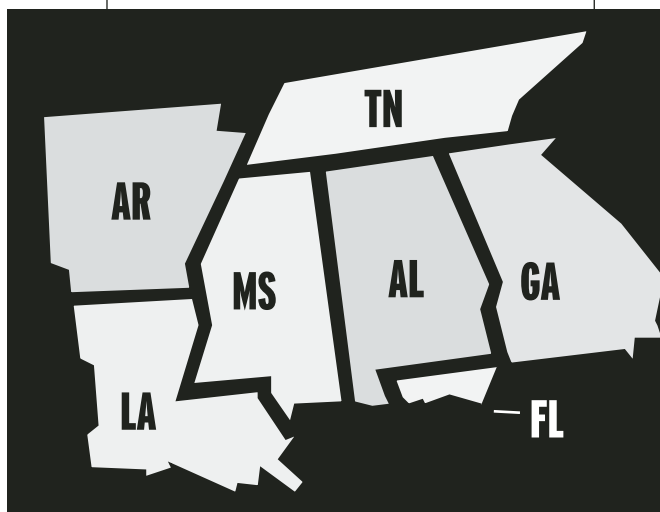
by Larry Taggart, FS 5510

So what Scot activity is going on along the Gulf of Mexico's Louisiana, Mississippi, Alabama, and Florida Panhandle coasts and the inland waterways in these states? You probably know more than you think. The Gulf District is a vast geographic area comprised of the states of Louisiana, Mississippi, Alabama, Arkansas, Georgia, and Tennessee, plus the Florida Panhandle. This area includes the yacht and sailing clubs of the 30+-member Gulf Yachting Association (GYA). (Note: The GYA also includes the Houston Yacht Club and St. Petersburg Yacht Club.)

From gentle breezes to testy sea breezes, from salty spray to sweet-water, from landlocked lakes to coastal bays and sounds, sailing in the Deep South is challenging and fun. In addition to privately owned Flying Scots and their respective fleets, there are also over 100 Scots in GYA member clubs belonging to club-sponsored fleets. You'd recognize our club-owned Scots by the "c" above our "FS" emblem on mainsails, as well as two- or three-digit sail numbers with the letters "GYA" either above or preceding the numbers.

GYA clubs and Flying Scot fleets have hosted many FSSA-sanctioned events. Eight of the last twenty-six NAC events have been "down south," and, of course, there is the annual Mid-Winter Championship hosted by St. Andrews

Bay Yacht Club in Panama City. There are also the annual Southern Regional Championship in New Orleans, the Cajun Country Championship in south-



west Louisiana, and the Jubilee Regatta in Pensacola each fall (usually coinciding with a spectacular Blue Angels air show).

Club-owned Flying Scots do race in FSSA-sanctioned events. But they do more than that. Our Scots are also used in US Sailing ladder events, and most extensively in learn-to-sail programs, junior and summer camp programs, and just fun day-sailing and racing by club members.

One of the learn-to-sail programs utilized by several clubs is often known as the "adult sailing program." The one at my yacht club (Southern) began not too long after the Flying Scot replaced the venerable Fish Boat as the designated

interclub boat of the GYA. The original concept was primarily to teach the wives and daughters of club members who felt that their husbands or fathers did not have the patience to teach them themselves (no, this never happens!). Since then, it has been extended to include anyone over 16 who wishes to learn to sail and is sponsored by a club member. The twelve to fourteen sessions (for which a fee is charged) are usually held during early summer "after work" -- for example, on Tuesdays and Thursdays from 5:30 to 7:30.

With a goal of increasing Scot racing in this area, Mississippi's and Bay-Waveland Yacht Club's Bernie Wolfe has begun a no-charge e-mail service for anyone interested. Bernie will promote an event with his e-mails, encouraging a reply from likely participants and passing this information back to everyone on his list. He even will "publish" a brief regatta summary and results to all on his list. This concept is in its infancy and shows considerable promise.

Probably unique among YRAs is the annual GYA Auguste Capdevielle Interclub Championship. One of the objectives of the Gulf Yachting Association is to promote intercity and interclub races and regattas. The premier one-design interclub series is the

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The Gulf District 2004— Continued From Page 7

annual Capdevielle Championship sailed in club-owned Flying Scots. There are fourteen regattas throughout the year held at various GYA clubs, with the seven best finishes counting for the final score. Ten of these regattas have essentially the same format: one boat per club, three races with a different skipper for each race, and a minimum crew weight.

Other Capdevielle regattas include an all-junior event (the Junior Lipton Championship) and an all-women's event (Knost Regatta). Both also rotate skippers but, in addition, limit a person to sailing in only two races. Further, in the Knost there can be no male contact -- physical or otherwise -- once the boat has been launched. Then there is the five-race Race of Champions (held in

conjunction with the Sugar Bowl Regatta), wherein the skipper and crew remain the same throughout. And, finally, there is the Sir Thomas Lipton Challenge Cup.

The "Lipton Championship" is unique among GYA interclub events. Raced annually on Labor Day weekend at the club of the prior year's winner, it invariably attracts about 50 spectator boats of all sizes and shapes and literally hundreds of spectators cheering their team on and definitely having a good time. The solid silver Sir Thomas Lipton Trophy was donated by Sir Thomas himself to promote and recognize interclub competition. In this event there is permitted one Scot per member club for the four-race series. Skippers may sail only once, and crew may sail only twice. In addition to excellent competition, this regatta's social events bring together sailors and their supporters from

Panama City to Houston and from Little Rock to Jackson to Birmingham!

Scots have been used by several GYA clubs for such US Sailing events as the Mallory and Adams semi-finals and finals, team racing championships, match racing championships, and the Champion of Champions. They have also been used by the intercollegiate racing program for their regional and national events.

Many US Sailing champions have come out of the Gulf South, and most at one time or another have raced Flying Scots. This includes Adams, Mallory, and Sears champions, among others. Even Olympic contenders and representatives from this area have some Scot experience.

We're probably too quiet about our Flying Scot activity in the Deep South, but there is certainly much of it! ▲

Lagniappe* **Making the Main Halyard**

by Larry Taggart, FS 5510

How often have you seen a Flying Scot sailor get off the boat to see how high the mainsail is hoisted, or ask someone on shore or on another boat to check the height? The concern, of course, is to ensure that the main is not too high, causing the nicopress loop in the halyard shackle to bend around the masthead halyard sheave, which in turn can cause the halyard to break at a most inopportune time.

Marking the halyard can be done fairly easily. When the mast is down, "hoist" the main halyard to the maximum height that you desire. Now mark the halyard with a magic marker at the



point where it is even with the lower edge of the slot cut into the mast where the mainsail is fed when hoisting. Release the tension in the halyard.

Using a fid or awl, pry open a couple of strands of the halyard and insert a piece of yarn approximately 1 inch long.

Now, when you hoist the mainsail, all you need to note is the alignment of the yarn with the lowest point of the mainsail feed tunnel. Remembering that the yarn should never go below this point, you can hoist the main for optimum shape!

***Note: Down in Cajun Country, "lagniappe" means "a little something extra or free." These pictures, ideas, and tips are offered as "a little something extra" to help all Flying Scot sailors make their Scot sailing and owning experience more enjoyable. Please share your own or observed "innovations" in Scots n' Water! ▲**

Taming the SPINNAKER

by Greg Fisher, FS 5391

Flying the spinnaker often seems critical and, in breezy conditions, downright scary. However, there are a few guides and techniques that can help with the taming of this somewhat elusive sail.

1) Trim the sheet so that the luff has a slight curl.

The spinnaker trimmer should constantly be trying to ease the sheet of the spinnaker so that the luff (leading edge) will constantly show a 6" to 10" curl. Without this guide it is tough to tell when the spinnaker is over-trimmed. An over-trimmed spinnaker will have a "hooked leech" just like a main or jib that is over-trimmed and will close the important slot between the main and the leech of the spinnaker. Try to be smooth with the trimming of the sheet. Instead of jerking the sheet in and out, try to gradually ease in and out with 1' to 2' movements.



Kelly Gough sailing with his two clews even and the center seam parallel to the mast. Notice how flat his boat is.

2) Keep the pole roughly perpendicular to the wind.

Like the sheet, the pole position (the guy) can have a big effect on the trimming and performance of the spinnaker, and it, too, needs constant attention. Ideally the pole will be placed so that it is nearly perpendicular to the wind. Be conscious of pulling the pole too far aft and over-squaring the spinnaker, making it too flat. Also, watch leaving the pole too far forward, which will make the spinnaker too full, thereby losing valuable projected area.

A great guide for determining pole position is to place a tell-tale on the topping lift a foot up from the pole. Don't ignore the guy...it needs just as much attention as the sheet!

3) Set your pole height so that the two ends are even.

Since most one-design spinnakers (like the Flying Scot's) are symmetrical, the sail should be evenly set. The topping lift should be adjusted often (especially in puffy, shifty conditions) so that the two clews (corners) are even. The pole will need to be lowered in lulls and quickly raised back up in puffs. Remember that pole height is based on the shape of the sail, NOT on the angle of the pole to the mast or to the forestay. Often it becomes difficult for the trimmer (or topping-lift adjuster) to see the leeward clew, as it is hidden behind the main. In that situation, a great guide (and the most accurate, I might add), is to set pole height so that the center seam of the spinnaker (most spinnakers have a seam that runs from the head down to the middle of the foot skirt) is parallel to the mast.

Because the pole height needs attention (like the sheet and the guy, and especially in light winds), it's a great idea to have the cleat for the topping lift in a convenient spot for the crew to easily reach.

4) Set the spinnaker halyard so the spinnaker is 6" to 8" off the mast.

Keeping the slot between the main and spinnaker open and flowing up high is just as important as down low. Leaving the halyard eased so that the head of the spinnaker will float away from the mast will help the spinnaker fly smoother. When sailing dead downwind and in a breeze, the head of the spinnaker can rotate a bit to windward and help the spinnaker

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Taming the Spinnaker

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out from behind the main. On our boat, we actually tie a stopper knot in the halyard that stops the spinnaker at the right spot for every hoist...and we don't even have to remember!

5) When the skipper and the trimmer need to work together...

Obviously whenever the skipper needs to alter course (for a mark, for a wave, for a puff or lull...), he should communicate that change before he actually begins. Allowing the trimmer to anticipate the change of course will make his job of keeping the spinnaker set properly much easier. In a puff, if the trimmer eases early (because he is aware of the puff and the ensuing change of course), the skipper can bear off and maintain control much more smoothly. In light winds, or in a lull, a subtle sheet trim as the skipper heads up (but not after!) will keep the boat at top speed.

In addition, the spinnaker trimmer needs to communicate with the helmsman. In light winds the trimmer should constantly keep the skipper apprised of the pressure he feels in the sheet. If the tension he feels suddenly becomes much

lighter in relation to what he has been sensing, he should warn the skipper; the skipper may, in turn, want to slowly head up (called "heating up") to build or maintain speed and pressure. Once the pressure on the sheet returns (assuming the wind hasn't completely died!), the trimmer can encourage the skipper to slowly bear back off ("burning the pressure off") to a lower, closer course to the mark. For sure, sailing downwind should not be a quiet time; constant communication is imperative to top performance.

6) When in trouble, dump the spinnaker sheet last!

It's best to do everything you can to keep the boat under control in a puff before easing the sheet way out. Collapsing the spinnaker will greatly slow the boat, and, when the spinnaker does fill again, it can fill with such great force (because the boat is so slow) that the load could easily throw the boat out of control a second, or a third, or a fourth time.

Instead, make sure every other option is exhausted. The main sheet, of course, should be eased way out and quickly as the skipper bears off to keep the boat under the spinnaker (never head up in a puff downwind!). Dump the boom vang to completely depower the main. Make sure the centerboard

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is at the right height...and the helm is neutral (the boat wants to steer a steady course even in a puff). Sometimes on a windy reach, the board may be hoisted as much as halfway or even _ of the way up to keep the helm balanced and allow the skipper to steer the boat, instead of the boat taking control of the skipper. Finally, make sure the boat is very flat as the puff approaches. As a very last resort, and only when a capsize is imminent, let the sheet way out. But be sure to trim it back only when the boat is steered lower and balanced.

7) What is the best way to gybe?

Try to determine which style of gybing works best for you and use that method in all conditions. This consistency will eliminate a lot of variables in the "heat of the battle." In some boats (and in the Flying Scot), gybing the spinnaker with the pole still attached works great (but the old guy is released from the guy hook). After the boom has crossed and filled on the new gybe, the foredeck crew will reach up and remove the pole from the mast, then release the old guy and attach to the new guy, then put the pole back on the mast. With this method, the crew is always to windward when the spinnaker is retrimmed and loaded up.

Some have found that disconnecting the pole from both the mast and the old guy and allowing it to dangle through the gybe works well (our old way in the Flying Scot). This way the pole work is "halfway done" and the gybe is, in some ways, quicker. This method can work well, as long as the pole doesn't get fouled in the pole lift or the jib (if it is still up).

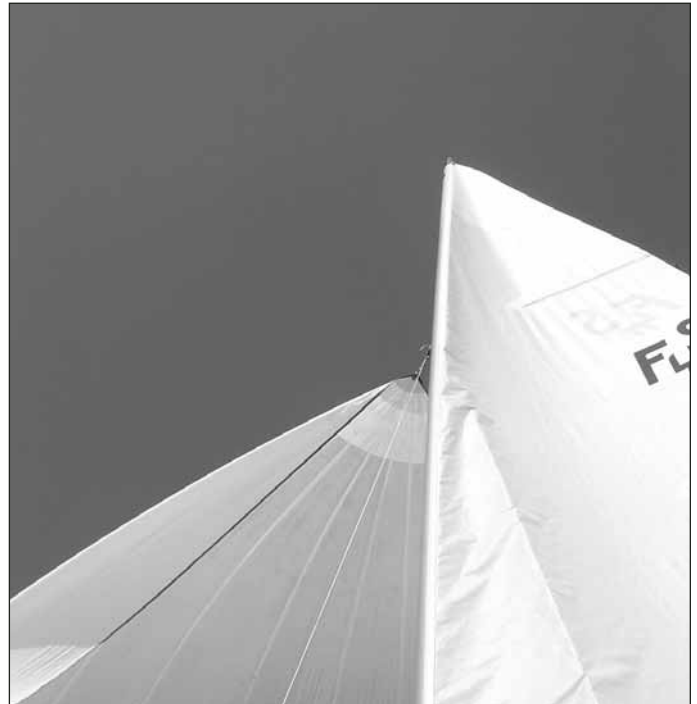
Some even jump right up on the deck in order to gybe the pole as the boat is gybing. For more experienced crews (but not suggested for the Flying Scot), this method can work fine...but make sure you're wearing non-slip shoes!!

8) How to get it down.....!?!

After some really great work flying the spinnaker, the trickiest part may well be the "retrieval." The drop can be challenging as the boat must slow down as it approaches the leeward mark, turns, and then heads up to its new, slower close-hauled course. As a result, in breeze, the boat becomes more loaded and sometimes more unstable.

On most racecourses, it's best to drop the spinnaker to the windward side so that the spinnaker will come back up on the leeward side the next hoist. Sometimes, even if the ideal hoist the next time would signal a drop to leeward, it still may be best to drop the spinnaker to windward (and deal with the switch or windward hoist later), for safety's sake. During a windward drop, the pole is best completely removed and placed back in the cockpit before the drop. Ideally, if the boat is sailing dead downwind, the spinnaker will remain flying and then the entire team can grab the spinnaker and pull it down together. Leaving the pole up and dangling (but obviously not attached to the guy or the mast) and pulling the spinnaker down around it can be done, and certainly has been done, but it can also lead to a nice tangle and sometimes a ripped spinnaker.

However, when approaching a leeward mark on a windy, tighter reach, a leeward drop may be the only way to get the spinnaker down. If it's lighter wind, it's not a big issue...the crew simply climbs to leeward while the guy and sheet are released (only when the foot is gathered together!) and pulls the spinnaker inside the boat while the halyard is uncleated. But if it's windy and the boat is overpowered, sending a crew to leeward is asking for a swim. Instead consider uncleating



The halyard is off the mast 6" and the sheet is eased so the luff is curled 8".

the halyard first. Huh? Yep, this system can work exceptionally well if (1) the halyard is completely free to run (read "previously checked and coiled"!) and (2) the sheet and the guy remain fully trimmed and it's blowing at least 8 to 10 mph. The spinnaker will float gracefully out to leeward like a flag, barely kissing the water. Since the boat is depowered, the crew can now slide to leeward and grab the spinnaker in the middle of the foot skirt. The guy and sheet will be let go, and the spinnaker can quickly be gathered into the boat. This is a good one to practice first, but with just a little work it can be incredibly smooth.

9) Practice, practice, practice....

As with any technique, practice makes perfect. Give these suggestions a try. Put on an older spinnaker; get out on the water with your team, and blast around a practice course until you're confident! Sailing more controlled, and with more confidence, will mean better results AND more fun.

Good luck!. 🚢

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2004 Flying Scot North American Championship

by Leslie Bilodeau, FS 1962



Those in the sailing “know” can find one of the best inland sailing venues in the country, Carlyle Lake, nestled in the heart of the Midwest. Carlyle Sailing Association, located in Illinois’ Hazlett State Park, hosted this year’s North American Championships (NACs). There was only one word for the weather during this year’s competition—“wind-erful.” Temperatures ranging from mild to sweltering and breezes ranging from gentle to strong provided a perfect test of skill in a variety of conditions. We got to sail the scheduled number of races every day.

Sixty-two boats from across the country made for quite the continental competition. It was thrilling calculating strategy for competing against some of the biggest names in Scot sailing, while attempting to harness both the mechanics of the boat

and the elements of nature. The caliber of racing was top notch!

One highlight for me was looking at the parade of Scots as they made their way out of the harbor and onto the lake. There is something intense about shooting the line pre-start, remaining attentive to the starting sequence and clustering for the gun. I saw faces young and old, boats of every color, and people from all around the country in hot pursuit of the title “2004 North American Champion.” How exciting!

This year’s NACs were showcased by our local newspapers. On Monday, just after national honors were awarded to the



women and juniors, the St. Louis Post Dispatch (the largest paper in the bi-state area) printed--on the front page--a color photo of the women racing! There was a great article that continued on page 4 with a large photo of local junior sailors. The US Sailing and FSSA Web sites also broadcasted up-to-the-minute results, putting Scot sailing in the forefront of the news. As a result, other papers and Web sites picked us up as real news. Hopefully, this will help boost Scot ownership and persuade others to “come sail away” with us.



Continued on Page 14

The NAC 2004

Continued From Page 13

Congratulations, everyone!!

In addition to series trophies, other honors were awarded at the regatta. The Chapin family of Maitland, Florida, was awarded the Mary Douglas trophy for the best family-sailed boat with one lady aboard. Susie Stombaugh of Nicholasville, Kentucky, was awarded the Huron-Portage Yacht Club trophy for the highest-scoring woman skipper. Patrick and Sean Glazier of Cincinnati, Ohio, were awarded the father/son trophy for the best-sailed boat with a father and son on board, one as the skipper. The Fleet 1 trophy was awarded to the Texans from the Corinthian Sailing Club (Fleet 23) as the best fleet in the NACs, having the three highest finishers. And, finally, the event's highest honor, the Gordon K. Douglas trophy for 1st place, and the North American Championship, went to Kelly and Heidi Gough of Coppell, Texas. We congratulate you all!

Those of you who have hosted the NACs know that it takes a year of meticulous planning to orchestrate an event of this caliber. Each year, the host fleet members pass on the benefit of their experience to the next host. At the 2003 NACs, Lake Norman Yacht Club passed the torch to us, under the direction of Tom Pinkel. It took the combined efforts of over 50 fleet volunteers to tailor-make your event. As a result, our fleet (Fleet 83) was named Fleet of the Year. We wear the honor proudly; thank you! We also want to thank you for your participation. People make the event, and you have made it wonderful! We look forward to seeing all of you next year in Houston. 🚤



2004 NAC Results

Women's NAC

- 1 Joni Palmer & Janet Baxter (Chicago, IL)
- 2 Joann Fisher (Arnold, MD),
Heidi Gough (Coppell, TX) &
Roselyne Schillebeeckx (Labadie, MO)
- 3 Susie Stombaugh (Nicholasville, KY) &
Carol Aljets (Dorsey, IL)

Junior NAC

- 1 Fred Strammer & Fred Jr. (Dad) (Nokomis, FL)
- 2 Beth Ward (TN), Ian Schillebeeckx (MO) &
Lucas Hofmeister (MO)
- 3 Ted & Howard Harris (Greenville, IL)

Senior NAC

- 1 Jeff Penfield & Bob Nichols (North Troy, VT)
- 2 Mike & JoAnn Sullivan (Highland, IL)
- 3 Paul Moore, Jr., & Paul Moore III (Ballwin, MO)

Masters NAC

- 1 Graham & Whitney Hall (Bayshore, NY)
- 2 Larry Taggart & Carrie Berger (New Orleans, LA)
- 3 Bill & Eileen Ewing & Kris Smith (Red Bank, NJ)

Challenger Division

- 1 Charles & Sarah Buffington (Pittsburgh, PA)
- 2 Frank Richards & Bruce Faust (Dallas, TX)
- 3 Ray & John Sepanski (Edwardsville, IL)

Championship Division

- 1 Kelly & Heidi Gough (Coppell, TX)
- 2 Greg & Joann Fisher (Arnold, MD)
- 3 Bill Draheim & Scott Mauney (Rockwell, TX)

Sailing in Pittsburgh's **THREE RIVERS**

by Dan Goldberg, FS 4991 and Charles and Sarah Buffington, FS 5347



Twelve Flying Scots from Fleet 6 (Deep Creek Lake) and Fleet 80 (Moraine Sailing Club) descended upon downtown Pittsburgh, PA, to sail in the first-ever Three Rivers Sailing Regatta during the July 4 weekend. Pittsburgh annually puts on a festival--with lots of entertainment, food, and music--right at the "Point" where the Monongahela and Allegheny converge to form the Ohio. In previous years, one attraction was Formula 1 powerboat races. However, due to liability issues, the powerboats couldn't make it this year and were replaced with Flying Scots! A three-race regatta was held in front of thousands of spectators lining the shores and a large contingent of motorboats anchored in the rivers.

This venue was obviously a stark contrast to our typical lake sailing, where there normally are few spectators. Pittsburgh's



Point provided a perfect locale for the general public to watch a sailboat race!

Luckily the winds were good -- about 12 to 16 mph -- and we put on a great show, with boats heeling upwind and full spinners downwind. Harry Carpenter used his fast "Flying Scot" logo sails to make sure all the spectators knew what kind of boat we were sailing. However, they were not fast enough to beat John Meredith, who won the regatta. Tom Hohler took third. Allegheny County Commissioner Jim Roddy, a former crew for Ted Turner, provided commentary over the PA system and presented the awards.

Hopefully this event gave the public a firsthand view of what our sport is all about and let people know what a versatile boat the Flying Scot is. We are looking forward to doing it again next year! 🚢





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Flying Scot HANDICAPPING

by Larry Klick, FS 5150

Same boats always winning? Slower boats getting frustrated? Losing participation? Try handicapping the faster boats. Fleet 140 has tried several systems over the years and, finally, we think we have something that works.

I would like to preface this system of handicapping by saying that everyone who enters a race hopes to win. Anyone on a race course who says he or she is out there to have fun or is out there for a learning experience is not being truthful. By definition: A RACE IS A COMPETITION OF SPEED. In sailboat racing, boats 1, 2, and 3 are serious about winning. Boats 4, 5, and 6 are in a position to learn why the leaders are so fast. But even then, boats 4, 5, and 6 are still hoping that something will happen to the leaders that will give the followers new hope. It is the general feeling of our membership that the slower boats should be given a chance to place higher once in a while and, hence, handicapping.

THE KLICK FIX SYSTEM (or whatever you want to call it) FOR SERIES RACING

- A. For Race 2 of a series and all remaining races in the series, the race committee sets two windward marks. One is set further out (distance apart depends on the wind speed).
- B. After the first race, the winner of that race must go around the outer mark for all windward legs in all remaining races in the series.
- C. The winner of the second race must join the winner of the first race, and so on. That is, the winner of each additional race must sail the longer course to the further windward mark—for all races remaining in the series.

What this accomplishes: after the start, boats begin to separate into a fast group and a slow group. Halfway up the first windward leg, intensity begins to drop with the slower boats. However, once all boats have rounded the windward mark, some of the slower boats

may find themselves as the leaders as the pack is now closer together. Going downwind, intensity builds. Starting up the second windward leg, the fast boats have to strategically gain the lead again. The intensity builds with the fast boats. Chances are that a fast boat will win, but a slower boat might place second or third. The system makes it more exciting for everyone.

The trick to making this work will be the race committee's ability to place the second windward mark at a fair distance from the inner mark. I suggest trying: 0-10 mph winds = 30 yards apart; 11-20 mph winds = 50 yards apart. Eventually, you will get it right.

This systems eliminates timing boats or making fast boats start after slow boats. It is designed to keep the pack closer together. We are in our third season and it seems to work.

Have fun, Race Committee! ▲



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 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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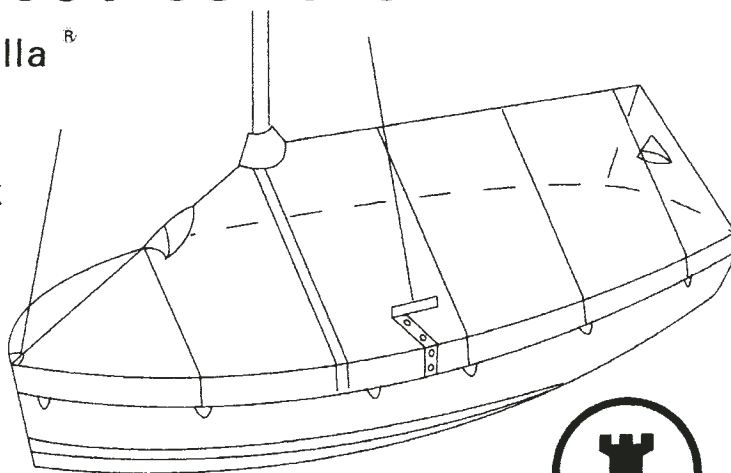
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STARTING LINE

Calendar Of Monthly Events

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September 11, 2004

Toms River Yacht Club

Toms River, NJ

Contact Jim Worth, (732) 974-0945
or jvworth@aol.com

Capitol District Championship

September 11 & 12, 2004

Fising Bay Yacht Club

Deltaville, VA

Contact Debbie Cycotte,
dcycotte@yahoo.com,
(804) 776-7098.

54th Harvest Moon Regatta

September 11 & 12, 2004

Atwood Yacht Club

Sherrodsville, OH

Go to www.atwoodyc.com or
contact Gary Zell (330) 602-2237,
gzell@marlite.com

Annual Whale of a Sail Regatta

September 18 & 19, 2004

Carlyle Sailing Association

Carlyle Lake, IL

Contact Tom Pinkel, (618) 632-
0712, tspinkel@charter.net or go
to www.csa-sailing.org

Massapoag Yacht Club

Annual Regatta

September 11 & 12, 2004

Massapoag Yacht Club

Sharon, MA

Contact Diane Kampf,
dianekampf@charter.net or
(508) 234-8047.

Candlewood Invitational Regatta

September 18, 2004

Candlewood Lake

New Fairfield, CT

Contact Andy Fox (860) 354-6161,
sailing@cyccsail.org

Toms River Classic

September 18, 2004

Toms River Yacht Club

Toms River, NJ

Contact Jim Worth, (732) 974-0945
or jvworth@aol.com

Glimmerglass Invitational

September 18 & 19, 2004

Otsego Sailing Club, Otsego Lake

Cooperstown, NY

Contact Dave Karl (607) 547-2230,
davekarl@capital.net

Long Island Flying Scot

Championship Leg 3

September 18 & 19, 2004

Sayville Yacht Club

Contact Joe Van Denburg,
jkv203@aol.com, (631) 447-7987.

Sail for the Grail

September 18 & 19, 2004

Lake Arthur, Moraine State Park

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Go to [www.geocities.com/](http://www.geocities.com/~morainsailing/)
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Annual Horrocks/ Palmer Invitational

September 18 & 19, 2004

Sayville Yacht Club

Contact Sharon Boyle at (631)
598-7131, gosail@optonline.net.

Pig Roast Regatta

September 25 & 26, 2004

Cowan Lake

Wilmington, OH

Contact Terri and Marvin Quin at
(513) 891-9373, quin@fuse.net

Michigan - Ontario District

Championship Regatta

September 25 & 26, 2004

Portage Yacht Club, Fleet 20

Pinckney, MI

Contact Michael Ehnis at
michaelohnis@yahoo.com.

Silver Piper National Championship

September 25 & 26, 2004

Selby Bay YC, Fleet 42

Selby Bay, MD

Contact Dave Gillingham at (410)
295-6675, drgillingham@

peoplepc.com or visit

www.selbybaysailingcenter.com

Ohio District Championships

Grand Annual Regatta

October 2 & 3, 2004

Cave Run Lake

Morehead, KY

Contact Susie Stombaugh at
fs2162@psualum.com or

(859) 885-3302

Indian Summer

Invitational Regatta

October 16, 2004

Fishing Bay Yacht Club

Deltaville, VA

Contact Debbie Cycotte,
dcycotte@yahoo.com,
(804) 776-7098

Open House Regatta

October 16 & 17, 2004

Corinthian Sailing Club

White Rock Lake

Dallas, TX

Contact Tracy Aber at
tracy.aber@sbcglobal.net or
(214) 553-8446

Pumpkin Patch Regatta

October 16 & 17, 2004

West River Sailing Club

Galesville, MD

Contact Frank Gibson at
fhgibson@peoplepc.com,
(703) 271-2716.

FS Fleet 160 Championship

October 24, 2004

Lake of the Woods Sailing Club

Lake of the Woods, VA

Contact Hans Noordanus at
hans.noordanus@lowsc.org,
(540) 972-0933.

Wurstfest Regatta

Centerboard Boats

October 30 & 31, 2004

Canyon Lake Yacht Club

Canyon Lake (San Antonio), TX

Contact Bill McVey at (830) 755-
2255 or bmcvey@gvvc.com.

Gator Challenge

December 4 & 5, 2004

Rudder Club of Jacksonville

Jacksonville, FL

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19	20	21	22	23	24	25
26	27	28	29	30	31	

Caveat Emptor

Continued From Page 21

Main, jib and spinnaker, lifting bridle, motor mount. Average sailed 3-4 times/yr; inside winter storage thru 2000; dry sailed since 2001; One year dry parking slip. **\$7000**. Located in Annapolis, MD. Contact Robert Shuler at (301) 983-8593.

FS 5010 – Flying Scot built in 1995. White hull, gray deck, medium blue trim stripes. North sails including spinnaker. Race package. Motor mount, swim ladder and deck handle, new mooring cover. Galvanized trailer. **\$6900**. Located in Islip, Long Island, NY. Contact Don Murn at (631) 581-1045.

FS 5069 – Flying Scot built in 1996. White hull, gray deck, black stripes. Schurr sails and spinnaker. Race package, motor mount, swim ladder, cover. Galvanized trailer. Excellent condition. Fresh water, dry sailed. Inside winter storage. **\$7000**. Located in Central NY. Contact Win McIntyre at (607) 264-9500, wmcintyre@catskill.com.

FS 5166 – Flying Scot built in 1997. 40th anniversary special edition. Like new. White on white. Factory race rigging, Trailex aluminum trailer. Top and bottom covers, original North main, jib and spinnaker, plus newer North tight rig and much newer Schurr main. Plastimo Tactical Compass. **\$8500**. Located in Atlanta, GA. Contact Jay Harrell at (404) 444-1625 or jay.harrell@riverside.net.

FS 5300 – Flying Scot built in 2000. Excellent condition, used sparingly, garaged in winters. White deck and hull with dark blue waterline and trim stripes. Trailex aluminum trailer. North sails, including spinnaker. Two covers. Motor bracket, electric motor, solar charger, swim ladder and grab rail. Rudder lift. **\$9500**. Located in Ohio. Contact Michael Nolan at (740) 753-1961.

FS 5380 – Flying Scot built in 2001. White deck, white hull with blue water line. Factory race package with Trailex "Regatta Master" aluminum trailer, motor bracket, rudder lift, full mooring cover, second full cover for when on trailer. North sails, main, jib and spinnaker, bare-

ly used. Everything excellent condition. **\$11,000**. Located Norwalk, CT. Contact Scott Bryan at sbryan@gmail.com, (Eves) (203) 840-1495.

FS 5388 – Flying Scot built in 2001. Grey deck, white hull, blue striping. Rigged for daysailing with roller furling jib. Motor bracket, Evinrude 2hp, Trailex trailer, swim ladder, rudder lift, full mooring cover, mahogany centerboard cap. Schurr Sails- not used 2004 due to health. **\$10,000**. Located Yarmouth, ME. Contact Carmen Melito at (707) 846-9697, tommel@maine.rr.com.

FS 5581 – New Flying Scot built in 2004. Never sailed. White hull, grey deck, dark blue waterline and trim stripes; mahogany CB cap. Schurr main and jib with windows. Custom blue cockpit cover, web lifting bridle, jiffy reefing, Trailex aluminum trailer. Selling due to health problem. **\$12,950**. Located at Flying Scot Inc, MD. Contact Jack Murphy at (603) 924-7482.

Donations – Crescent Sailing Association, Inc. ("CSA"), a 501(c)(3) charitable organization is looking for donations of Flying Scot boats, sails and equipment in good condition for use in CSA's adult "Learn to Sail" program. All contributions to CSA are fully tax deductible. CSA was established in 2002 by Crescent Sail Yacht Club, a 70 year young sail-yacht club located on Lake St. Clair in Grosse Pointe Farms, MI (near Detroit). CSYS has a proud tradition of supporting sailing education and racing. CSA runs a youth sailing program for 70+ kids and an adult program which was introduced in 2003 and taught 24 enthusiastic novice sailors aged 25 to 70 to sail. All of CSA's programs are open to the public. We need to update and expand our two boat Flying Scot fleet to meet the demands of the adult program. If you have a boat, a set of gently used sails or other Flying Scot equipment that you would be interested in donation to our program, please contact either Tim Blachut, program director at 586-774-6100 or Leigh Savage, CSA Secretary at 586-777-0720 for more information.



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FS 337 – Douglass built in 1962. Light Blue Hull, Yellow deck, lots of sails, including like new North Tight Rig Main, Jib & Spinnaker, 1995 galvanized trailer, Sailor's Tailor cover, fast, stiff competitive older boat, totally updated. **\$3500**. Located in Long Island, NY. Contact Charles Huberman at (631) 563-4856, spudsailor@aol.com.

FS 397 – Douglass built in 1963. Functional redo 2001 w/all new halyard winches, halyards, lines and wires. Boom cover & vang. Hull painted. \$1200 Schurr sails used 1 short season + 6 old sails. Spinnaker rigged w/pole. Lifting bridle, SS mast sleeve, motor bracket, old Gator Trailer. **\$3200**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, gregory@barsh.com.

FS 971 – Douglass built in 1966. White with green deck, two sets of sails, one set new North jib and main. Galvanized trailer in good condition. **\$3700**. Located in Kennewick, WA. Contact Diane Ellis at dsails01@charter.net, (509) 585-1203.

FS 1056 – Douglass built in 1967. Light green with off white deck. Two sets of sails, one spinnaker and pole, lifting bridle, motor bracket, new Sailors Tailor over the boom cover, trailer. **\$2300**. Located in NE Ohio. Contact George Rootring at (330) 874-4541.

FS 1255 – Customflex built in 1968. Red hull with white deck. Two sets of sails, one spinnaker and ple. 3hp Johnson motor, garaged Pamco trailer. **\$2700**. Located in Atlanta, GA. Contact Harold Wilde at (770) 926-4191, hgwilde@bellsouth.net.

FS 1394 – Douglass built in 1968. White with red boot stripe. Two suits of sails with spinnakers. Harken blocks rigged for racing. Mooring cover and small cockpit cover. Spinnaker pole anchor, etc.

Removable motor mount. Sterling trailer. **\$2700**. Located at Berlin Lake, OH. Contact Gordon Shasteen, (330) 337-6771, shastgn@earthlink.net.

FS 1565 – Customflex built in 1969. White /white, dark blue waterline, red anti-fouling bottom, teak trim and deck supports, new bottom bals core, boom and mast, gasket, rub rails, tiller and extension. Sailor's tailor cover. Galvanized Gator trailer. Schurr racing and tri-color spinnaker. Thomas day sailing. Dry sailed, garage stored. Will deliver. **\$3500**. Located in Cincinnati, OH. Contact John Seillers at (513) 489-7282.

FS 2149 – First **\$250** purchases this hull. Good condition. Contact Don Hurst at (410) 620-6062, dhurst30@comcast.net.

FS 2347 – Customflex built in 1973. W/Trailer, Kevlar sheets, new CB gasket, recent paint Harken hardware, 2 sets of sails, new cover. **\$2500**. Located in Central OH. Contact Brian Engelbach at (419) 756-8411.

FS 2625 – Douglass built in 1975. Class A Racer - Family oriented. Includes sails, trailer and outboard motor. In prime condition. **Call for price**. Located in Livingston, NJ. Contact Shirley Friedman at (973) 992-9054.

FS 2673 – Douglass built in 1974. Very good condition. Fresh water sailed, inside winter storage, three suits of sails, racing light air. Two spinnakers with turtle and gear. Lifting bridle. **\$3200**. Located in Central NH. Contact Edward Godfrey at (603) 522-9086.

FS 2676 – Customflex built in 1975. Red hull, white deck, original owner, original sails, mainsail comver, boom tent, boom jack, motor bracket. Pamco Trailer, new tires, spare. Garaged past ten years. **\$4000**. Located in Colorado Springs, CO.

Contact Martin Blaser (719) 495-8877.

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 4225 – Douglass built in 1986. Excellent condition. Schurr sails, always protected when not sailing so in good shape. Boom tent, with extension. TeeNee galvanized trailer. Outboard motor mount, and one 1/2hp motor, but motor has not been used in some years, so am not sure of condition. **\$6150**. Located in Lake Gaston, NC. Contact Bob Moorhead at (919) 929-3338 or rbm@intrex.net.

FS 4479 – Douglass built in 1988. White with teal trim. One year old Beaton sails, three year old North sails. Good racing record. Trailer. **\$5200**. Located in Toms River, NJ. Contact Arthur Bailey at (732) 929-8944.

FS 4493 – Douglass built in 1988. Excellent condition white hull with blue stripes, includes custom canvas cover fully rigged for racing. Two suites of sails, Schurr racing main and jib (one year old) and North cruising main, jib and spinnaker. Long trailer is brand new. **\$6500**. Located in Dallas, TX. Contact Michael Tighe at (214) 320-1933 or mtighe@swbell.net.

FS 4538 – Douglass built in 1988. Great boat, many sets of sails including newer North Tight and Loose set-ups. **\$6300**. Located in Key Largo, FL. Contact Jim Signor at (305) 394-4449, jimsignor@remax.net.

FS 4585 – Douglass built in 1990. White hull with blue waterlines. Rigged for racing. Excellent condition. Aluminum trailer purchased new in 2003. Highly competitive racing bottom applied in 2003. Factory

installed race package. North main, jib and spinnaker. **\$7000**. Located in Harwich Port, MA. Contact Thomas Lewis at (617) 696-1171, tom.lewis@fmr.com.

FS 4653 – Douglass built in 1990. White with blue boot stripe. New North sails race ready, additional old set. TeeNee Trailer. **\$6000**. Located in Key Largo, FL. Contact Phillip Wieland at (954) 309-3554, (305) 453-0887.

FS 4674 – Douglass built in 1990. White with teal trim. Great racing record. Hull, spars, rigging excellent. Four year old North sails okay for daysailing and club racing; should probably be replaced for serious competition. Silva racing compass. Trailer, winter cover. **\$6500**. Located at Sayville YC, NY. Contact Phil Linker at (631) 472-3170, burrlink@aol.com.

FS 4809 – Flying Scot built in 1993. Excellent condition. White deck/hull. New tent over boom cover. Roller furling jib, fully battened mainsail, lazyjack system. Single handed rig. Spinnaker rig. Rudder hinge system, galvanized trailer. Anchor, motor, bracket, air bag. Winter storage canvas cover. **\$7500**. Located in Long Beach Island, NJ. Contact Jay Federman at (610) 864-3244.

FS 4881 – Douglass built in 1993. White hull, red stripe, main, jib, boom cover, winter cover, lifting bridle, motor mount. (New, unused 2.5 HP Mercury motor - extra cost) Used for family recreation. Galvanized trailer. **\$6500**. Located in Northern Barnegat Bay, NJ. Contact Dorothy Windhorst at baker25@comcast.net.

FS 4907 – Flying Scot built in 1993. White/white, blue bottom; galvanized trailer, race equipped; Sailor's Tailor custom mooring cover, Schurr

Caveat Emptor

Continued on top of Page 20

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Please contact your District Governor for fleet assignments.

HIGHLIGHTS of Scots'n Water



You've just bought a Flying Scot and are wondering how to rig it, sail it in strong winds or light air; raise, fly, and lower the spinnaker, recover from a capsize, trailer it, and lots of other little "tricks" that experienced Scot sailors know. The answers are in Highlights of Scots N Water. This compendium is chock full of useful information about the Scot, its history, its rigging, sailing, storage, etc. No Scot owner should be without one!

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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.

\$35.70

Clip to hold extension to tiller.

\$2.10

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.

\$62.50

Clip to hold extension to tiller.

\$2.75

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

\$9.00

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Motor Bracket...

Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

\$137.00

Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

\$56.80

Replacement bag only.

\$41.70

Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

\$68.00

Jiffy Reefing Kit...

Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

\$51.40

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).

\$1760.00



Aquameter Sailor II Compass & Mount...

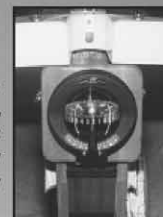
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$83.00

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.

\$240.00



Tacktick Micro Compass & Mount...

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

\$375.00



Stainless Steel Mast Sleeve...

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

\$167.00



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 \$118.00

Grab Rail \$29.00



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.

\$160.00



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