

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 49 NUMBER 3 2005

TIPS ON MAKING THE FLYING SCOT® FLY

North American Championship NOTICE OF RACE

To Use VHF PROS AND CONS

The Thrill of PLANING

CAROLINA DISTRICT Highlight



1,3,4,5,6,7 2005 MIDWINTERS

1,2,5 2004 NORTH AMERICANS

1,2,4 2004 MIDWINTERS



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at the Midwinters*

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Greg Fisher greg@od.northsails.com
voice 410 280-3617 cell 410 212-4916

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voice 419 726-2225

ONE DESIGN EAST

Brian Hayes brian@od.northsails.com
voice 203 877-7627



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Flying Scot® Sailing Association

1 Windsor Cove, Suite 305 • Columbia, S.C. 29223 • Email: info@fssa.com
803-252-5646 • 1-800-445-8629 • FAX (803) 765-0860

VOLUME 49 NUMBER 3 2005

PRESIDENT

William B. Ross*
178 Woodstream Road
 Mooresville, NC 28117
(704) 664-9511 • WBROSS1@alltel.net

FIRST VICE-PRESIDENT

Glenn D. Shaffer*
39 Wilkinson Way
Princeton, NJ 08540
(609) 883-6688 • gshaffer@ieshaffer.com

SECOND VICE-PRESIDENT

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

COMMODORE

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

SECRETARY

Tom Lawton*
102 E. Connally Street
Black Mountain, NC 28711
(828) 669-5768 • tlawton@mac.com

TREASURER & MEMBERSHIP CHAIRPERSON

Charles Buffington*
490 Broadmoor Avenue
Pittsburgh, PA 15228
(412) 388-1666
buffingtoncw@anes.upmc.edu

IMMEDIATE PAST COMMODORE

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

FSSA MEASURER

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

EDITOR, SCOTS n' WATER

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

PROOFREADER, SCOTS n' WATER

Marti Worthen
Fleet 48, LNYC

WEBPAGE EDITOR, WWW.FSSA.COM

Hank Sykes
76 McKinley Avenue
New Haven, CT 06515
(203) 397-2262 • hasyk1@comcast.net

DESIGNER (1904-1992)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Courtney Cantrell
1 Windsor Cove, Suite 305
Columbia, SC 29223
(803) 252-5646 • (800) 445-8629
info@fssa.com

*Denotes Executive Committee Members



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

LAYOUT DESIGN: Nancy H. Cooper. **ADVERTISING:** Christina Hicks (800) 445-8629.

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From The President

by Bill Ross, FS 5210

The much-awaited 2005 Midwinter Championships were held at the St. Petersburg Yacht Club (SPYC) during the first week in March. We had an excellent turnout, with more than 50 boats participating. The host club went all out to make sure we felt welcome and, without a doubt, assembled their "A Team" for regatta and race management. We cannot thank SPYC enough for the attention paid to all the details in putting on its first event for FSSA. The FSSA Board has committed to return to St. Pete for at least the next two years.

We broke new ground at the Midwinters, too. This was the first time the race committee was allowed to communicate with the fleet via VHF radio. Prior to the start, the race committee announced the course, the compass heading to the weather mark, and the distance to the mark. There was a ten-second countdown prior to each signal. Right after the start, they announced OCS boats. After the event, a poll of the competitors present showed us that the use of the radio was a resounding success. The use of the radio was not without resistance by some, so look elsewhere in this issue for differing opinions. We will attempt to bring this subject to a vote of the FSSA, possibly at Houston this year.

At the Board of Governors' meeting, the use of radios was approved as an experiment by the Measurer, Bob Neff, for the 2005 Midwinters only. The use of radios was declared illegal for all oth-

er FSSA-sanctioned events for the remainder of this year, pending a vote by the membership. This gives us an opportunity to evaluate VHF at our regional and club events that are not sanctioned. The change has evolved as a result of the International Sailing Federation (ISAF) clarifying the term "Outside Help." In

should contribute to this being one of the largest W-H regattas yet. Then comes the NAC in Houston. Bone up on the trapezoid course. Look in the new Racing Rules of Sailing to see the configuration. We'll give you a primer at the skippers' meeting.

Houston YC is well along in its planning for the NAC. Don't worry about the heat. If you can survive Lake Norman, Lake Carlyle, and other southern areas, Houston is no different. Just take along lots of liquid and drink it. A rule on our boat is that, if one person drinks, everyone drinks--a good way for everyone to stay hydrated.

Your Board, at the recommendation of the National Championship Committee, has approved the removal of the class policy requiring display of the protest flag in sanctioned events. This is a positive step, as the FSSA cannot control this in all events. To be consistent with the racing rules, all you have to do now is to verbally inform the other skipper that it is your intention to protest. You must say the word "protest" in order for this process to be valid. So the rule is now consistent universally, unless the host club tells you otherwise in its sailing instructions.

The Nominating Committee is hard at work looking for future leadership for the FSSA. If you want to suggest anyone to be a candidate, contact Paul Moore, chairman ([T] 636-227-6700 or epmjr@swbell.net). Others on the committee are Larry Taggart, John Cooke, and Jim Harris. ▲



your Racing Rules of Sailing, read the rewrite of RRS 41 (d).

The calendar is loading up, and spring is here. The Wife-Husband National Championship at West River Sailing Club in Galesville (MD) is around the corner, and the Notice of Race has been posted on the Web site and in Scots n' Water. We think that this will bring out lots of wife-husband teams from the Eastern Seaboard. The central location

Letters to the Editor

Kay Summerfield



Flying Scot Community:

Some thoughts on recent, and not so recent, trends in the Flying Scot class. It was explained to me once that one of the guiding principles in the strict one-design regulations of the class was to keep prices down so owners would not be caught in an expensive technology spiral. I applaud that idea. The Flying Scot is a great, safe, family boat, and safety has always seemed to be a major concern. To that end, I would like to start a dialogue on the following ideas:

1. I feel we should do all we can to attract younger sailors and their families. It seems to me that many, if not most, of the major events are held at venues that make it difficult to camp, bring family and children, and generally save money.
2. The number of races at major events seems to be restricted. I live in NY. I can travel to many regional events and get three to four races a day, five to seven per weekend; even nine races on a long weekend is very practical. Traveling 1200 miles, one way, to sail six scheduled races in four days seems very inefficient.
 - a. The point has been made that it takes longer courses to separate boats so there isn't a melee at the windward mark. If this point is valid, then we might want to create three divisions:
 - 1) Pros, semipro, and real hot boats in the 1st division, maybe with a qualification system.
 - 2) A competitive division--hard racers who will never keep up with the Graham Halls of the world.
 - 3) A less competitive division--families, newer sailors--maybe non-spinnaker, especially in rougher weather.
 - b. If the point about spacing at the windward mark is not valid, then let's have more races per day--not necessarily a longer day, but just more races per day. Wind conditions often create melees at some point in a series anyway. Avoiding a melee might be considered one of the arts of good seamanship; becoming involved in one could be just an unlucky misadventure, of which there seems an unlimited supply.
 - c. Would we attract more boats if major events were scheduled for a long weekend, with nine races? What do other sailboat classes do in the modern age?
 - d. I really dislike the idea of launching, retrieving, and sailing out to a course for just one race. Nothing

wrong with sailing more races than scheduled--with-in reason!

3. From a safety standpoint, some of us regularly sail in brisk winds, and we certainly have had a few brisk days at major events. Hiking straps across the seats would be considered a safety measure, and soft straps like our new lifting bridles surely would not be expensive (they would certainly be cheaper than some of the safety gear now required). They would also ease some of the contortions we now go through to get our weight out over the side, and they'd save a "man overboard" when the contortionist slips!

If you feel this gives an advantage to a younger, more agile crew, you are probably right! But the younger, more agile crew seems to have the advantage over a senior like me anyway. On the other hand, hiking straps would help the less agile. If placating a senior and/or less agile membership is essential to the class, why not have a non-spinnaker division that might also sail fewer races at major events?

4. Also, for safety, we could do away with the main and jib winch system. A simple wire and ball(s) would not only be less expensive but would also enable a quick disconnect in an emergency--squall, broken equipment, or a capsized situation. One wouldn't have to search for a crank, just release the halyard.
5. Soon there is going to be a class vote on the use of VHF's. I feel that these and other ideas from postrace discussions in the class might be molded into a database survey to help the class in the decision-making process.

by Joe Van Denburg, FS 5565

Re: "Windward Sheeting: Do we really need it? Or is it time to change the class rules?"

[reply to letter by Gabor Karafiath, published in volume 49, number 2 2005]

I thought that Gabor Karafiath's letter was well reasoned. For boats with a single-part jib sheet, a longer shackle would allow the jib to be sheeted over the center of the seat.

by Richard H. Prewitt, FS 1728

VHF RADIO - PRO AND CON

VHF Radios and the Flying Scot® Fleet

by John Cooke, FS 5535

Editor's note: The use or nonuse of VHF should be discussed by your fleet so your fleet captain or representative can vote at the NACs. To voice your opinion or concerns and see what others are saying on this topic, go to www.FSSA.com to join the forum.

I've been home one week, now, from the Midwinters and, with it snowing again today, I'm really wishing I was back in St. Pete. What a great place for a regatta.

At St. Pete, we had a chance to take advantage of a modification in the wording of Racing Rules of Sailing 2005-2008 Rule 41. RRS 41(d) now allows "Outside Help" during a race. In the wording of Racing Rules of Sailing 2005-2008, regarding "Outside Help" during a race. The first thing we should do is look at Rule 41, which reads:

41- OUTSIDE HELP

A boat shall not receive help from any outside source, except:

- (a) help as provided for in Rule 1;
- (b) help for an ill or injured crew member;
- (c) after a collision, help from the crew of the other boat to get clear;
- (d) help in the form of information freely available to all boat;
- (e) unsolicited information from a disinterested source, which may be another boat in the same race.

The change that opens the door for use of VHF radios is item (d).

Until the use of VHF radios is voted on by the membership of FSSA, the board of governors (BOG) approved the use of VHF radios only during the races for this year's Midwinters and prohibited VHF use during all other sanctioned events. At the BOG meeting, there were some lively discussions for and against the use of VHF radios. You can find the same passion in the FSSA Web site chat room (see "Racers Rap" section).

At the Midwinters, the race committee used VHF to broadcast the starting sequence and to call boats over early (OCS). They also informed racers when they were done for the day. I, for one, found this to be helpful. What we heard during the starting sequence went something like this: "Championship starting flag and sound in one minute"; "starting sound in five, four, three...."; "5535 OCS" [I didn't like hearing that]. What you saw during the starting sequence was the same flag sequence done the same way as we have done over the last four years. After the start, that was it. Not another word from the race committee was broadcast. Nothing changed in the sequence, except that the race committee announced what they were doing or were about to do.

We had a DNS because of heavy wind. We informed the race committee with the VHF that we were at the docks and would

accept a DNS. They knew where we were and that we were safe.

The above sounds great, and I believe everybody would be for the use of VHF's on the boats if it were always like that. But, as with everything in life, there are some downsides to address here. Those who oppose the use of VHF's point to the fact that the very good sailors could use the radios to their advantage by switching the radios over to the weather channel or by having a chase boat upwind relaying wind information back to them on a different channel. I've listened to the NOAA channel. If the top sailors can figure out information from that, then God bless them. As for help from an upwind boat, sailing is a gentleman's sport. If sailors want to cheat, let them. The word gets around in the end, and cheaters will find it difficult to continue sailing in the class; there are rules to take care of cheating.

Another point I heard against VHF's at the Midwinters was outside chatter coming over the radio. In St. Pete we used channel 69. In a six-hour period, besides the starting sequence, the only chatter I heard was from two boats coming into the SPYC docks for lunch. I understand that some competitors turn the radio off during the race. This is a good point; after the start, you can always turn the radio off.

Another issue is the cost. You can find hand-held VHF radios anywhere from \$40.00 to \$200.00. My life jacket was \$90.00. Heck, I have blocks on my boat that are \$35.00 each. New sails....

At this point, some of you are saying that Flying Scots have been around for over 45 years without radios, so we should keep it that way. Note that, over past years, several issues have come up in FSSA that resulted in change, e.g., seat cleating, Waco 360s, center consoles for vang, Cunninghams, and topping lifts. All of these have been directly helpful to the racer, making it easier to race the boat.

Look at the use of VHF's as a way to get more people involved with racing, and consider safety. A challenging issue for novice racers is not knowing what is going on at the start. Many weekend sailors don't fully understand the starting sequence that has been in place for the past four years. This lack of understanding (or fear) keeps them on the dock or away from the race course. If you are two minutes off the start, as a beginner, you are already defeated. Are you having a good

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VHF RADIO - PRO AND CON

Why VHF Contradicts the Flying Scot® Philosophy

by Hans Noordanus, FS 4427

Editor's note: The use or nonuse of VHF should be discussed by your fleet so your fleet captain or representative can vote at the NACs. To voice your opinion or concerns and see what others are saying on this topic, go to www.FSSA.com to join the forum.

The purpose of the following message is to provide perspective in preparation for a vote that would change the Flying Scot specification to specifically allow the use of a VHF radio during racing. The pros and cons of this proposed change need to be discussed at your fleet level.

Racing Rules of Sailing (RRS) item 41 Outside Help has recently been rewritten. RRS 41 exists to limit outside help, based on the principle that outside help can improve performance. Until this latest change, help was permitted in cases of ill or injured crew or when there was a collision. This type of help was based on sportsmanship and had no impact on racing performance. The recent change to RRS 41 expands the rule to include "help in the form of information freely available to all boats." This change is being interpreted to allow the use of a VHF radio to help while racing. The argument is, if you have a radio, the information provided by the race committee is "freely available" to all competitors. This rule change does not mandate the use of a VHF radio. Individual one-design classes are free to choose whether to allow the use of a VHF radio while racing.

Safety is one topic. Should the Flying Scot class prevent you from carrying a VHF radio on your Flying Scot while you are sailing or racing? Absolutely not. If you feel it is in your best interest to carry a VHF radio, then you should be allowed to do so. Arguably, a VHF radio might assist during distress. A cell phone can also facilitate contact with outside assistance. What is considered necessary for safety should be left to the individual. However, having a VHF radio aboard will not substitute for good judgment, boat handling skills, or visual attention to the race management team by competitors.

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time? Are you more likely to show up the next week to race, or just go for a sail? Maybe something as simple as having VHF on board to help with the pre-start will keep novices excited about racing--which helps build the class and brings more people to the sport.

Consider the safety aspect of VHF use. If you are injured on the boat, you can hail the safety boat, which may be some distance away. By hailing the race committee and safety boat, you

The idea of VHF for race management is another topic. The use of VHF was introduced during the FSSA Midwinter Championship Regatta. VHF was used to communicate with the competitors during this event. This situation offered an advantage to those who had a VHF radio and a disadvantage to those who did not. The perception of being at a disadvantage is not fundamental to the one-design philosophy of the Flying Scot.

Is it appropriate to require competitors to purchase a device that up until now has not been considered necessary? The cost of a VHF radio is not overly significant. However, certain specifications of the Flying Scot are in place to keep costs under control. The limit on sail purchases is one such example. There are many more options available for those with deep pockets than for the vast majority of us. The Flying Scot class is for those who fit in this majority.

Keep in mind that the current system of flags and corresponding audible signals is a clear and defined system allowing the race management committee to accurately and thoroughly communicate to all of the competitors, all of the time, in every foreseeable situation. The key point here is that the current system does not require competitors to use or maintain any resources--other than their own awareness--to aid race management.

In general, racing the Flying Scot is very traditional. This philosophy has been maintained since the beginning of the class. A fundamental change in the philosophy of our class will occur if the use of this electronic device is approved. The proposed use of VHF to facilitate race management is not an evolution of the Flying Scot class, it is a change. This change will bring additional and unnecessary cost and complexity. ▲

are also hailing the other boats around you—and they might have someone on board who can help you right away.

The BOG has outlawed the use of VHF's at sanctioned events until the vote at the NACs in Houston, but you really should try it-- maybe at the club level--before you vote. The vast majority of sailors at the Midwinters were in favor of the VHF, according to a poll taken at the end of the regatta. If you cannot try it yourself, at least talk with someone who has used VHF before you vote. I firmly believe that the use of VHF radios during races would be good for the Flying Scot class. ▲

A Life of OPPORTUNITY

by Brad Garton, Assoc. Member

Someone once said that great opportunities only come along once in a lifetime. That may be so, but I'm convinced some opportunities spawn other opportunities.

For the first thirteen years of my life, my family lived in the beautiful land of enchantment, Albuquerque, New Mexico. While similar in several respects to many East Coast states--with mild winters and hot summers--it is very different when it comes to one very important element, water. Most East Coast states average somewhere around 35 inches of annual rainfall; Albuquerque's average rainfall may reach 8 inches, in a wet year. Even the air has a problem holding onto water, struggling most days to reach double-digit relative humidity. With so little rainfall, large bodies of water are few and far between. As a result, water sports of any kind are virtually nonexistent.

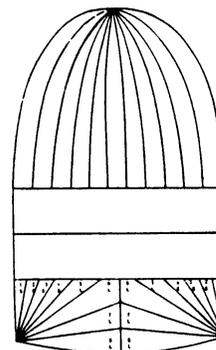
My first life-changing opportunity occurred in the fall of 2000 when my parents decided to move to Mooresville, NC, which is located on the northern shores of Lake Norman. We were all so very excited to live on a lake, but we were totally embarrassed because we didn't know the first thing about boating. After receiving my boating license, I was offered the opportunity to go sailing with Mr. Bill Ross, one of the founding members of the Lake Norman Yacht Club, on his Flying Scot® named Moxie III. The first time out I was completely overwhelmed by all of the nautical terms, the aeronautical principles, and the seemingly endless number of parts and pieces connected to the sailboat. At the end of the day my head throbbed from trying to comprehend so much, and I was so tired I could hardly hold my head up, but mostly I couldn't wait to get back out on the sailboat. As time went by, I learned the nautical

terms, how to apply the various principles associated with air flow and lift, how to fly a spinnaker, and even what my role was as crew.

After a season of intense training with Mr. Ross, he introduced me to the coach of the Lake Norman High School sailing team. After a short discussion, Mr. Cullinan offered me yet another opportunity, to sail for the high-school team. We travel up and down the East Coast racing other high-school teams in the two-man 420-class sailboats. We are now in our second season, and, while our team rarely wins any competitions, we typically learn new strategies for the next race and always have a great time, both on and off the water.

After three amazing years of sailing, meeting new people, and racing at some of the most beautiful yacht clubs in the country, I cannot imagine my life without sailing. In fact, I can hardly wait for my next opportunity. ▲

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The Thrill of PLANING

by Charlie Buckner, FS 3430 and Dave Batchelor, FS 4147

Charlie's Story

I had been after Dave Batchelor for some time to take me out on a windy day, so that I could feel comfortable taking my own Scot out in such conditions when the time comes. Saturday was a perfect opportunity, with winds 15 to 20 and crash boats out for the Jet 14 regatta.

On our first upwind beat, I watched Dave carefully and asked a lot of questions about how to stay out of trouble. I declined his first invitation to take the helm, in favor of watching a little longer.

There are times in one's life when something difficult must be said, and I've learned how to force the words out. That skill came in handy when I said "OK, I'm ready to take the helm." It wasn't as difficult as I'd feared. My windsurfing experience helped me get the feel for riding the narrow line between stalled and overpowered. When I did head down too much, it was easy to sheet out a little and get back in the groove. The leeward gunwale got wet a couple of times, but as long as Dave didn't interrupt his storytelling, I figured things were OK.

I surrendered the helm to Dave before our spinnaker set. She tried to round up once before we got settled in, but most of the time we felt comfortably in control for the whole downwind run, even while jibing. The boat was happy at any of the points of sail we tried, from broad reach to dead downwind.

I took the helm again as we beat upwind into a building breeze. About halfway up the lake, Dave told me to bear off as he raised the centerboard. As the bow cleared a wave, the boat lifted and there was a change in the sound of the hull in the water. I was thrilled as we planed off like an 850-lb. sailboard. We were both yelling like a couple of kids

on a carnival ride. I learned a lot from the long downwind speed run. Point too high and the leeward helm makes her want to round up; too low and the loss of apparent wind slows her to sub-planing speed. Most of all, that day I learned that the forgiving Scot is very manageable in high wind, even by an inexperienced helmsman. Thanks, Dave, for the experience.

Dave's Story

I had been promising to get Charlie Buckner (new owner of FS 3430 who has been crewing for me) out on a day when we could plane. We got our wish today. The race committee delayed the start of the Jet 14 and CSC winter series regatta because of too much wind before lunch. There were CSC mark/rescue boats on the water waiting for better conditions, but Charlie and I ventured out anyway. In the beginning, it was blowing 15 to 18 mph as we beat our way up the lake to the end of Seaforth Peninsula. It was heavy vang, tight jib, and a fair amount of luff in the main, sometimes called a "fisherman's reef." This is the technique fishermen in the Chesapeake Bay Skipjacks used to control the boat when fishing. It's not pretty but very doable. We turned downwind and set the chute in 15 to 18 mph. We got in some great planing and felt in control most of the time. We even jibed the chute down toward the ramp. As we continued down the lake, we could feel an increase to more like 20. We doused the chute and started back upwind. Quite a bit more luff in the main this time, with 20 and sometimes more going upwind. When the wind continued to build, we started reaching back and forth with just main and jib in 20 to 25 mph.



Photo by Jim Lamb, Virginia

The Jet 14s were not out racing yet, but we saw crash boats still out. I had the GPS on board, since we weren't racing, and I clocked 13.5 to 14.5 mph for protracted planes across the lake. Charlie was steering, doing a great job and catching a lot of waves. We'd slow down to 10 mph in the lulls and troughs, which felt very slow, and then catch one up to 14+. You could really feel the acceleration as the boat lifted up on a plane. I had a great time and, judging by the look on Charlie's face and the sounds coming from the back of the boat, I'm betting he did, too. I have asked Charlie to write up his impressions of his first planes in a Scot. He already has a lot of experience planing on his windsurfer, but he may have been a bit surprised.

The wind abated a bit and the Jet 14s came out slowly, as each boat tested the breezes. Most boats finally went out, and I'm betting they, too, will have some stories to tell.

It'll be a bit calmer tomorrow, and I encourage you to come out. And the answer to a frequently asked question is NO. We were never cold and, thanks to foul weather gear, not wet, either. I have never been cold doing the winter series. Plan on layers that can be shed as the day warms up and you'll be fine. Trust me? However, never go out because you "think you should" or "because someone tries to make you feel like you should." It has to be fun for everyone on board. 🚤

Fleet 189, the New Scots on the BLOCK

by Mack Cook, FS 5629



The Western Carolina Sailing Club on Hartwell Lake in upstate South Carolina is home to Flying Scot's newest fleet, number 189. Under the leadership of Fleet Captain John Kreidler (FS 2677) and with the support of Commodore Spencer Mathews (FS 3814), five Scot owners form the nucleus of our emerging fleet.

Hartwell Lake is the crown jewel of upstate South Carolina and northeast Georgia. Located midway between Atlanta and Charlotte, the lake--managed by the US Army Corp of Engineers--is nearly 50 miles long and covers 56,000 acres. Wide expanses of open water and the club's spacious grounds and modern facilities make for a superb venue for competitive sailing.

Each October the sailing club hosts a regatta for the benefit of Hospice of the Upstate. This hospice is the leading provider of care for the terminally ill, their families, and their loved ones in communities surrounding Hartwell Lake. Sailors come from Delaware, Pennsylvania, Tennessee, Georgia, and the Carolinas for a weekend of racing, wonderful food, door prizes, music, and dancing. Proceeds from the entry fee and sponsorships are used by Hospice to provide care and emotional

support to terminally ill patients and their families. (Is the change to this sentence ok? I copied the Hospice goal from their Web site.)

The various fleets and classes sail on individual courses. Last year we were honored to have Harry Carpenter join us with his crew, Tom Lawton; they walked away with top honors in the Flying Scot fleet.

The 2005 Hospice Regatta will be held October 21st through 23rd, 2005. Fleet 189 invites all Flying Scot sailors to join us for a weekend of competition with compassion. Our club is located on a scenic peninsula surrounded by a beautiful lake framed by dazzling sunsets. We have tent and RV camping on the grounds and a full-service clubhouse. Breakfast, lunch, dinner, and beverages are included in the registration fee. Saturday night features an all-you-can-eat buffet, live music, dancing, and auction. First-rate motels, restaurants, and shopping are located in nearby Anderson, SC. We have 35 acres where the kids can play, spectator boats for the non-racers, and the finest autumn weather in the nation. For Flying Scot sailors in the Southeast, your result can count toward the Helmhold Trophy.

Take a look at our Web site at <http://www.wcsc-sailing.org/> and please plan to join us for excellent racing, excellent food, and excellent facilities for an excellent cause. For more information, contact John Kreidler at jakreidler@mindspring.com. ▲



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Mast-scots

by Tom Lawton, FS 3035

The Carolinas District includes ten fleets and is spread out over 600 miles from end to end. To stay connected with our friends throughout the district, we frequently pack up and drive to out-of-town regattas.

We keep it fresh by organizing in caravans whenever possible. FRS radios (“walkie-talkies”) have been a great addition to our trips, allowing us to coordinate gas and food stops, keep each

other awake and alert, and help out when needed. (There’s a great story about fixing a trailer bearing on a Sunday morning alongside I-95 while driving back toward a snowstorm a few years ago. Ask one of us sometime.) We even planned out the NASCAR theme for the 2003 North American Championships while driving to an away regatta.

Several years ago, Craig Milliken started a trend by flying a stuffed Key West parrot in lieu of the standard red flag from his masthead while trailering. Since then, it has become somewhat in vogue for sailors to fly their alter egos from their mastheads. There are reports that this trend is contagious, and even Harry Carpenter has been spotted with a “Sponge Bob Squarepants” flying from his mast. ▲



ORIGINS OF FLEET 158

by Tommy Weaver, FS 5546

It's hard to believe, but in 35 years at Lake Murray Sailing Club (LMSC) there had never been a Flying Scot fleet. Thistles, Lightnings, Y-Flyers, Lasers, and San Juan 21s have been the fleets of choice. Then, one day in the summer of 2002, Allan Gowans approached me and asked if I had ever heard of the Flying Scot and if I would be interested in buying one and starting a fleet. Well, I had heard of the Scot but had never sailed one. I had sailed a Lightning for a long time, then migrated to a San Juan 21, and was currently having a fling with a Hunter 170. I really wasn't interested in getting another boat. Well, anyone who knows Allan will tell you it is hard to say no to him. He was determined to increase our membership, and the best way to do that is through the fleets. Allan went to Lake Norman Yacht Club (LNYC) and sailed in their Independence Day Regatta on a borrowed Scot. He finished fifth and came back really excited. He immediately started looking for a used Scot and bought one over the phone, sight unseen.

When he brought his boat up to the club and I saw how beautiful it was, I was hooked. As fate would have it, Allan received an email from a guy at Western Carolina who was looking to sell his Scot. Allan and I immediately drove up there, and I bought my first Scot, FS 3582. While this was going on, another member of LMSC, Rob Sweet, was so taken with the Scot that he ordered a brand-new boat from Harry Carpenter. We had a fleet!

Over the next few months we tried to figure out how to make these boats go. We thought we knew what we were doing, but, when we went to the Fall 48 at LNYC, we quickly learned that we had no clue! As pretty as they are, it is not much fun looking at the sterns of 50 Scots heading to the leeward mark. Even

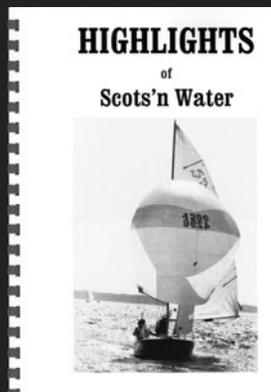
though our egos took a big hit, we thoroughly enjoyed the regatta, and we make sure we go to both regattas at LNYC* each year.

In 2003, long-time Scot sailor Clay Shelton joined our fleet. With his help we organized our first regatta, the Scots on the Rocks, so named for all of the rocks on the shoreline that were visible because of the low water level (the water was low due to dam construction). We had a total of nine boats at our first regatta. Dave Neff was the winner. In 2004, Tom Lawton won. We hope we have established a regatta that everyone in the Carolinas District and elsewhere will want to attend.

In October of 2003, I bought one of the Adams Cup boats, FS 5546, and sold 3582 to Tom Cobb. He is really excited about the Scot and gets faster every time he goes out. Our sixth fleet member is Joe House. He bought Gene Lane's boat (FS 4088) from Lake Norman and loved it so much that he ordered a brand-new boat from Harry. Unfortunately, we couldn't keep the old boat in the fleet, but we are continuing to sing the praises of the Scot to everyone who will listen. Our goal is to get our fleet up to ten boats by the end of the year.

Fleet 158 is alive and well at Lake Murray Sailing Club, and we are already planning our third Scots on the Rocks on September 10 and 11. I would like to extend an invitation to everyone to come and sail on beautiful Lake Murray and have some of the best Beaufort stew you have ever tasted. ▲

* Proofreader's note: At LNYC there are two Scots-only regattas--the Great 48, in the Spring (4/30-5/1/05), and the Fall 48 (11/5-11/6/05). In addition, there are two regattas open to all classes--Independence Day (7/2-7/3/05) and Labor Day (9/3-9/4/05)--in which Scots are active and welcome.



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 capsized 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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NEW 3rd Edition Now Available

Tips on Making the Flying Scot® Fly

by Greg Fisher, FS 5391

Sail the Scot FLAT! Even in light winds, more than 10 degrees of heel is too much!



Sail the boat flat in light winds

Upwind, the Flying Scot needs to be sailed flat, so that helm (the “feel” or tug on the tiller) is nearly neutral. In breezes above 5 mph, the boat should be heeled no more than 8 to 10 degrees. In light winds under 5, although the helm won’t feel as “loaded” when the boat is heeled excessively, the windward helm will become severe. Excessive windward helm (when the boat wants to turn firmly up into the wind) will create rudder drag, and the boat will sail slower. In all conditions, upwind and down, heel the boat (when the sails are trimmed properly) so that there is virtually no tug on the tiller; the rudder should trail right behind the boat with little or no effort needed to keep the boat sailing straight.

Play your mainsheet constantly to maintain a balanced helm.

Since the rudder blade is a straight aluminum plate, it will stall easily if it is turned too sharply or the helm becomes too severe. Even when it comes to turning, a gentle, slow, smooth touch will help keep the speed up and the drag down. Constant adjustment to the mainsheet, in and out in reaction to the puffs and waves, is really helpful to maintain the neutral, balanced helm. Some skippers will even remove the mainsheet from the cleat to make it easier to consistently adjust the sheet!

Use that boom vang!

In heavier winds when the boat is overpowered, tension the vang hard (the boom may show bend of nearly 3”) so you can play the mainsheet like it’s a traveler. This extra vang tension will also help bend the mast and flatten the sail, de-powering the boat. A flatter sail will help make it easier to keep the boat flat. When the vang is tensioned properly, the boom will simply travel out



Proper vang tension makes it easier to sail the boat flat in heavy winds

sideways when the sheet is eased, instead of up.

Be sure, though, to ease the vang before you round the weather mark or when bearing off! If the vang is tensioned properly for heavy winds, bearing off without easing vang tension could easily break the boom! A powerful vang tackle-and-cleat setup on the trunk makes the job easy [Flying Scot, Inc., has a neat setup that is 10:1].

Ease the mainsheet in light winds.

In lighter winds, use no boom vang, for sure, and ease the mainsheet out to the corner of the transom to help the boat accelerate. Once up to speed, and when there’s enough breeze to pick up the end of the boom, trim the mainsheet until the upper batten is parallel to the boom.

In medium winds, trim the mainsheet so the upper batten is parallel to the boom.

This tension, once you’re up to speed, may make the main look tighter than you are used to. As a check, sight the upper batten from under the boom, and line the chord of the batten (imaginary line from outboard to inboard end of the batten) up to the boom. The chord will be nearly parallel to the boom, unless you are accelerating. To help get the boat up to speed, ease the sheet out (creating “twist”) until the outboard end of the upper batten is angled outboard from parallel about 10 to 15 degrees. In ideal boat-speed conditions,

Continued on Page 14

Tips to...Fly

Continued From Page 13

and once the boat has reached top speed, you can trim the main a little harder and compromise speed for pointing. The batten will hook to windward of parallel maybe 5 to 10 degrees. .



Use the relationship of the upper batten parallel to the boom as a guide to main trim

What about the telltale off the top batten?

The telltale that is placed off the top batten on the main is a great tool sometimes in helping to trim the main.

Theoretically, when the telltale flies straight off the leech, the main is trimmed properly. However, upwind the telltale will stall (flip around behind the back edge of the main) 75% of the time when the main is trimmed properly. It will fly only when the main is eased and trimmed for power and acceleration....sometimes called "first gear."

It can help downwind and will indicate that the vang and mainsheet are trimmed properly when flying straight off the leech.

Crank the main halyard up so that there are small wrinkles perpendicular to the luff. Beware of over-tensioning the halyard.

Be conscious of not cranking the main up too tight, especially in light winds. If the luff tension is too tight, the draft (deepest part of the airfoil shape) will be pulled way too far forward. A good guide is to double-check once you've left the dock by sailing downwind and making sure there are just very slight wrinkles perpendicular to the luff. In light winds below 5 to 8 mph, leave the

Cunningham eased so that these wrinkles will be visible upwind, as well. Then when the breeze builds....



Maintain slight wrinkles along the luff when setting the main halyard

Adjust the Cunningham so that, in breezes above 8 to 10 mph, the wrinkles are apparent only in the lower one-third of the luff of the main.

A readily accessible Cunningham is helpful in achieving top speed in the Scot upwind. In breezier conditions--after the halyard tension is set for the conditions, as described above--the Cunningham is used to "fine tune" the

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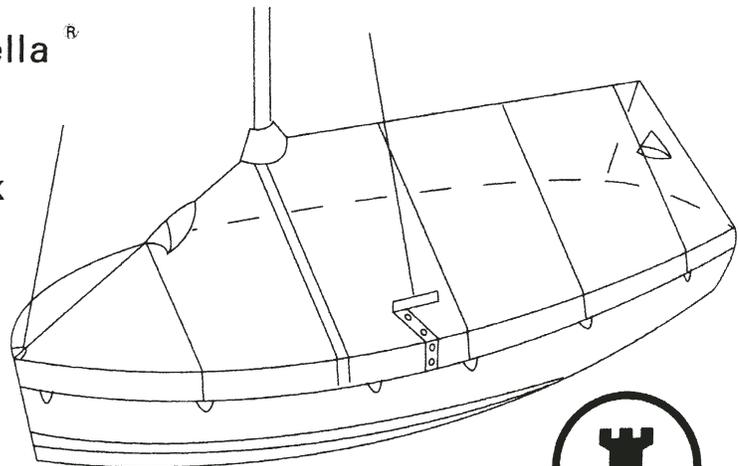
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luff tension, so that the wrinkles are limited to the lower half of the main luff in winds below 12 mph and then to the lower one-third in winds above 12. Ideally, the “max draft” of the sail will remain close to 50% aft in all conditions.

Adjust the jib halyard so that there are small wrinkles off each snap. However, there should be no sag between the snaps.

This is a good guide in all conditions. Slight wrinkles, called “crow’s feet,” indicate that the tension is neutral on the luff, which will allow the draft to find its ideal position of nearly 38% aft.



Crow's feet" off each snap

Never make it loose enough that there is sag evident between the snaps.

Windward-sheet the jib.

The jib leads are far enough outboard on the Scot that it is important to pull the windward sheet, when sailing upwind, until the clew of the jib falls over the middle of the seat back. Once the weather sheet is set properly, tension the leeward sheet so that the upper batten is nearly straight back (the telltale off the top batten is always flying!) or angled outboard 10 to 15 degrees when accelerating in “first gear.” Set the windward jib sheet tension in all conditions (heavy wind included), except in a drifter. In light winds, since the main is well eased and the boat is nearly close-reaching around the course, no weather



A little weather sheet on the jib helps with proper trim

sheet is used, in order to maintain an open slot between the jib and the backside of the main. In puffs or waves, ease only the leeward sheet, never the windward sheet. The steps in setting the windward sheet in coming out of a tack, for example, are (1) when the jib fills, trim the leeward sheet until the foot of the jib is just smooth (no crease); (2) immediately pull the weather sheet until the clew falls over the middle of the leeward seat back. (this position can be marked on your sheet, since it is the same in all conditions); (3) trim the leeward sheet to the upper batten/telltale position mentioned above, once the boat has reached top speed. In light and choppy conditions, this could take 10 to 15 seconds!

Position your crew weight.

Upwind, your crew will never sit forward of the back edge of the jib tracks. In light winds, he/she will slide forward only to where his/her back is just even with the tracks. Keep the crew weight (crew and skipper) concentrated together, just behind the forward crew. The skipper should end up just even with the back edge of the trunk, in most conditions.

Slide aft when sailing downwind. Even in lighter winds, moving aft a couple inches is fast. When sailing in near-planing conditions, the skipper will be all the way aft on the seat and the crew will be just in front of his position. Keep the boat flat!

Downwind, raise the centerboard to balance the helm.

This is the best guide in all conditions on all points of downwind sailing. Make the helm neutral (still keeping the boat flat). On a tight reach in breeze, the centerboard might be raised as much as three-quarters as long as the helm is balanced (no tug to windward or to leeward).

Be easy on the boomvang downwind.

Don't over-vang in light winds when sailing downwind. Conversely, in heavier winds, be conscious of not setting the vang too loose. A very open, twisted upper leech on a main will be slow and tough to control when its windy. Be sure to set the vang and mainsheet in all conditions so that the telltale is flying off the top batten. This is a different guide from sailing upwind!



Keep the pole height so the center seam of the spinnaker is parallel

Set the spinnaker pole height.

A great guide is to set the pole height with your topping lift so that the center seam in the spinnaker is parallel to the mast. In breezier conditions, the pole often will be flown up at a steep angle to achieve this.

Constant short trim adjustments on the spinnaker sheet are best.

Another good guide on sheet trim is to keep the luff curled 6" to 10" in all conditions. This will help keep the spinnaker from becoming over-trimmed. Don't saw it in and out; be gentle and gradual. Also, as a good guide to proper pole position (where you set the guy), look for the pole to be perpendicular to the wind. We place a telltale on the topping lift about a foot up from the pole to help gauge this easily.

Good luck! ▲

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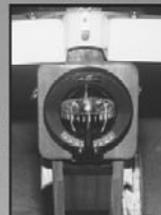
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The Trapezoid Course Should We Try It?

by Jim Tichenor, PRO for the 2005 NAC (Houston) and Jim Kincaid

Have you ever heard of a trapezoid (“trap”) course? Have you ever sailed one? Those of us who have had the opportunity to sail the trap course have found it to significantly reduce the interaction between boats of different divisions/classes racing on the same course. Interaction between the divisions at previous Flying Scot national championships and other larger events has been an ongoing issue and sometimes greatly affects the overall fairness of the racing. The trapezoid course was developed for use during the 1992–1996 Olympic Quad. Those of us who volunteered to serve on the Savannah race committee found that we could have two different classes of boats racing at nearly the same time with little or no interaction. Aside from avoiding boat interaction, there are other benefits that seem to outweigh the negatives. For one, it is a fun course to sail.

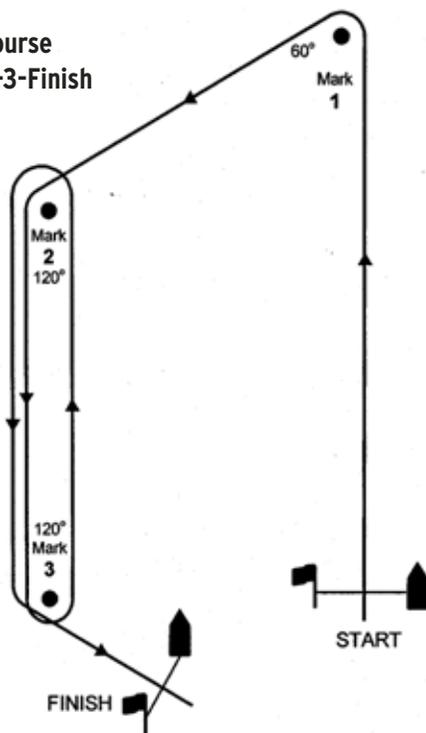
Following the Scot NACs at Lakes Norman and Carlyle, several of us kicked around the idea of trying the trap course

for the 2005 NACs in Houston. Many of the interaction problems occur if the second start has a delay starting while the first start is sailing the course. When the second division starts, it usually sails into the leeward mark rounding for the first division and they sail together throughout the rest of that race--all 50 to 90 of you--with all the associated issues (protests, impacting each division’s finishes, etc.). Well, this course seems to eliminate that issue and improve the fairness of the racing. The trap course may be worth considering for use in the Scot class with large fleets or anytime two or more divisions are racing.

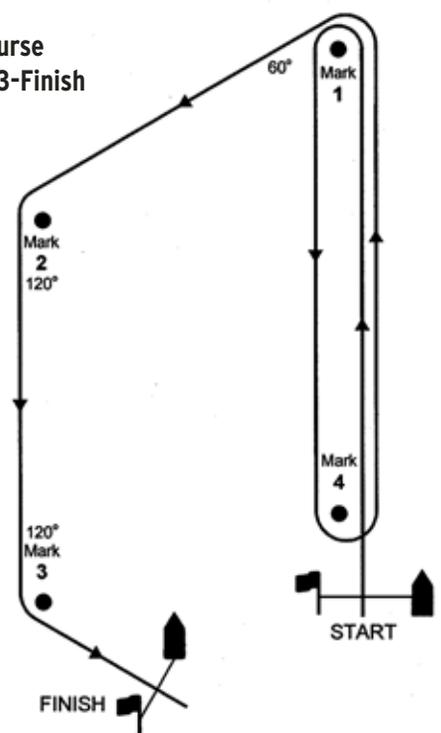
Below is the basic trapezoid course diagram with some variations/options listed, and the pros and cons. How does it work? The first division/class to start would sail the outer loop course while the second division/class would sail the inner loop course. The course is easily scaled to meet any desired overall course length or sailing time, and the classes can rotate the starting positions.

Continued on Page <None>

Outer Loop Course
Start-1-2-3-2-3-Finish



Inner Loop Course
Start-1-4-1-2-3-Finish



The Trapezoid Course

Continued From Page 17

Options for use with this course include

- (1) adding additional legs,
- (2) using gates instead of leeward marks for downwind legs (but not reaches),
- (3) varying the interior angles of the reaching legs,
- (4) using an offset mark at the beginning of downwind legs (but not reaches), and
- (5) finishing boats upwind rather than on a reach.

Now that we have a basic idea of how the course works, here are some of the pros and cons.

The PROs:

- Significantly reduces the potential for boat interaction (protest and/or damage) when more than one division or class is on the same course, making the races fairer.
- Eliminates the possibility of one division or class rounding the downwind mark as the second division is starting.
- Provides broader gybe angles, making boat handling easier in heavy air.
- Eliminates the rule breach between the port tack layline boat and those boats rounding the mark on starboard. (This applies to the first division at the first weather mark.)

- Keeps boats out of the race area once finished, since the finish line is not in the middle of the weather leg.
- Makes it easier for the race committee to take finishes, since the finishes do not normally become mixed.
- Between races, provides competitors a place to rest or tune up out of the race area, since returning to the start area after finishing is not through the race course.
- Involves less wait time between races, since start and finish line can be separate.
- Gives the racers an exciting finish, as the boats are on a reaching leg. If you can locate the course near land, spectators can view the finish from shore.
- When one class is faster than the other, allows adjustment of the leg length to make the times around the course nearly the same.

The CONs:

- Slightly different courses for each division/class are sailed each race, depending on which loop is sailed first.
- Requires more equipment to set and manage the course.
- Requires more experienced race committee.

It's a fun course to sail. We plan to sail this course for at least some races at the 2005 NACs. If successful, the national championship committee plans to add this course as an option for future NACs and Midwinters. ▲

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St. Pete Midwinters a HUGE Success

by Dan Goldberg, FS 4991

St. Petersburg, Florida, attracted 52 Flying Scots for the 2005 Midwinter Championship, sailed the week of March 7. And they were rewarded with topnotch sailing, race management, facilities, and social events and great food! This was our first-ever Midwinters hosted by the St. Petersburg Yacht Club (SPYC), and the overwhelming consensus was that everyone had a great time. Many non-racing family members attended, to take advantage of the St. Petersburg/



Tampa/St. Pete Beach area's excellent museums, galleries, shopping areas, tourist attractions, and restaurants. However, it would be hard to top the food at SPYC, which provided a dinner each night of racing. It would also be hard to top the hospitality and friendliness of all the SPYC members and regatta organizers, who made us feel right at home.

The week began with a Sunday night "Welcome" party at SPYC for all sailors and families. This event was held instead of the board of governors' dinner, so that everyone could attend.

On Monday morning, Greg Fisher and Brian Hayes conducted a two-part sem-

inar. First, Brian talked about local weather and wind patterns. Then Greg hopped on his boat to demonstrate rigging and sail trim (see photo). Everyone found these seminars very interesting. These are part of FSSA's effort to provide some useful information and education at national events. Another seminar is already being planned for next year.

On the sailing side, things went smoothly in the launch and hoist areas, and there was plenty of sheltered dock space. The racing area was an easy sail of about 1.5 miles from shore.

Despite erratic weather, the race committee managed to get in five of the six scheduled races. Greg Fisher (with Brian Hayes) won the championship division. The youngest skipper in the championship division--16-year-old Fred Strammer (with his dad, Fred Strammer, Jr.)--finished second, proving that the Scot is still a family boat! Harry Carpenter (with Melanie and Bill Dunham) finished third. Marcus Eagan (with Marc Eagan) also sailed well, with three bullets, but a first-race OCS (over early) ruined their chances to win the regatta. Dan Baird (with Larry Taggart and Carrie Berger) won the challenger division. Complete results are shown below.

As expected, the race committee was excellent, with not one general recall (to my memory) all week! The starting lines were long and even, and the race committee responded rapidly to changes in wind direction and velocity. Overall, the race management and decision-making were first-rate.

The one slightly disappointing aspect of the regatta was the weather, which

was very unusual for March. Sunday and Monday were sunny and warm, but the racing did not begin until Tuesday. Unfortunately Tuesday brought very high winds (over 20 knots), so the race committee wisely did not run any races that day. On Wednesday the winds were down to the 12-to-15 range, but the temperature was in the 50s with heavy rain. The race committee held one race, then sent everyone in to shore to warm up and dry out, since the forecast for Thursday was much better. Thursday



was sunny and cool, with moderate northerly winds that turned light before the sea breeze filled in. The race committee skillfully got in two races in the dying northerly, then held a third race in the sea breeze. Mother Nature finally smiled on Friday morning, when one last race was held in a 10-to-12-knot westerly on a beautiful, sunny day.

Also worth noting was the Alan Douglas Sportsmanship Award, which was presented to Steve (Doc) Bellows. Doc won the award for aiding a sailor who had fallen into the water from one of the docks while attending to her boat.

Continued on Page 20

Midwinters...

Continued From Page 19

In conjunction with the regatta, the board of governors held its semiannual meeting. The major issues discussed can be summarized as follows: We are in good financial shape; however, it is everyone's responsibility to recruit new members! The membership committee has designed a new decal for the FSSA. The Web page continues to add new features, and a members-only section is in the works. The measurement committee is working on regulations for centerboards; in the interim, only centerboards made from molds from the Gordon Douglas Boat Company/Flying Scot, Inc., or its licensed builders may be used.

On the racing front, the board voted to discontinue the FSSA policy of requiring protest flags. In order to be in conformance with the Racing Rules of Sailing,

we will no longer require protest flags to be used in national events.

The board also held a long discussion on the use of VHF radios, mainly for race committees to inform boats that are OCS. The board decided to allow the use of VHF radios during this

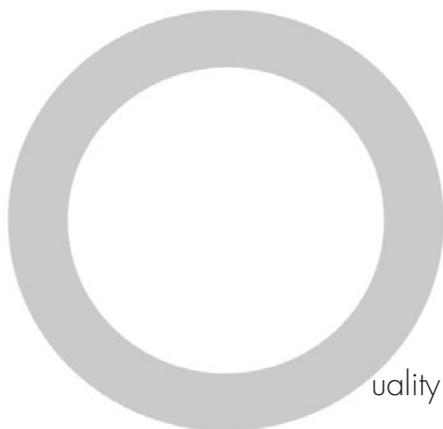


Midwinters as an experiment, but to prohibit their use in future national events until a vote of the full membership can be taken. The use of VHF

radios as an experiment proved to be successful. When polled at the trophy ceremony, the majority of competitors favored their use. Concerns over sailors getting inappropriate information were put to rest when the race committee provided communication to the fleet on a very restricted basis. There will be "pro" and "con" articles published in Scots n' Water prior to the membership vote.

Regarding the switch to St. Petersburg, another poll of the participants at the awards ceremony indicates that everyone will be back next year. The board approved a three-year commitment to SPYC for future Midwinters.

The national championship committee is already working on minor changes to make a great regatta ever better. If you like good sailing, expert race management, topnotch facilities, great food, friendly yacht club hosts, and a great locale with things to do for non-racing family members, St. Pete is the place to be next March! ▲



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MIDWINTER CHAMPIONSHIP RESULTS:

Pos	Sail	Skipper/Crew	1	2	3	4	5	Total Points	Pos
1	5391	Greg Fisher/ Brian Hayes	1	3	2	2	2	10.00	1
2	5520	Fred Strammer/ Fred Strammer, Jr.	2	9	5	4	1	21.00	2
3	5248	Harry Carpenter/ Melanie Dunham/Bill Dunham	3	5	6	10	10	34.00	3
4	4240	John Luard/ Doug Marsh/Kay Marsh	24	2	7	6	4	43.00	4
5	5222	Robby Brown/ Brian Malone/V. Merrill	5	12	3	24	3	47.00	5
6	5671	Josh Goldman/ Ira Cohen/M. Fisher	4	7	18	13	5	47.00	6
7	DYC 16	Ed Bayer/ Fred Blackmer	9	17	10	5	8	49.00	7
8	5622	Ryan Malmgren/ Bill Ewing/Kris Smith	12	16	11	3	11	53.00	8
9	GYA 95	Marcus Eagan/ Marc M. Eagan	34/OCS	1	1	1	34/DNC	71.00	9
10	5107	Steve Bellows/ C, Micelli	34/DNC	4	21	7	6	72.00	10
11	5213	Glenn Shaffer/ Jim Worth/Kathy Worth	11	15	13	19	22	80.00	11
12	5504	Joseph Thorpe/ T. Geiger/P. Thorpe	14	8	26	14	20	82.00	12
13	4949	Jim Cavanagh/ D. DuBuc	19	14	27	17	7	84.00	13
14	4427	Hans Noordanus/ Stacy Rieu/Nancy Claypool	34/DNC	20	14	9	9	86.00	14
15	5509	Bill Warner/ K. Thorpe/ L. Johnson	7	21	17	26	17	88.00	15
16	5357	Tom Clark/ D. Dommel	21	10	8	15	34/DNC	88.00	16
17	5296	Charles Koch/ Mike Smith/M. Schmidt	22	11	15	11	34/DNC	93.00	17
18	4970	Henry Schultz/ L. Arnoldssen	10	27	20	25	12	94.00	18
19	2068	Ronald Pletsch/ R. Eisenhaus/B. Hilton	8	13	22	18	34/DNC	95.00	19
20	5544	Michael Roberts/ L. Moore	16	6	30	16	34/DNC	102.00	20
21	5230	Forest Rogers/ Brian Hawkins	6	19	23	20	34/DNC	102.00	21
22	5085	Larry Vitez/ Larry Lewis/ Bane Shaw	23	29	9	8	34/DNF	103.00	22
23	5126	Charles Fowler/ Nancy Fowler/C. Palamino	34/DNC	25	4	30	16	109.00	23
24	4747	Don Engelke/ P. Metz	20	33	12	23	21	109.00	24
25	5318	Jeff Penfield/ Dick Frankland	34/OCS	22	25	21	13	115.00	25
26	5092	Joe Price/ M. Tostige	26	28	16	31	18	119.00	26
27	5565	Joe VanDenburg/ Jan Saleet/Joe Dixon	15	24	32	27	23	121.00	27
28	5535	John Cooke/ R. Cavagna	34/DNC	18	24	12	34/DNC	122.00	28
29	5359	Steve Berglund/ D. Ioli	17	31	33	22	19	122.00	29
30	5638	Felicia Bamer/ PJ Summerville/S. Boyle	25	30	28	32	14	129.00	30
31	5055	Len Guenther/ Barb Guenther	18	32	31	33	15	129.00	31
32	4305	Mike Douglas/ Alex Douglas/Wes Barlow	13	26	29	28	34/DNC	130.00	32
33	GYA 14	Bernie Knight/ J. Matthews	34/DNC	23	19	29	34/DNC	139.00	33

MIDWINTER CHALLENGER RESULTS:

Pos	Sail	Skipper/Crew	1	2	3	4	5	Total Points	Pos
1	5594	Dan Baird/ Larry Taggart/Carrie Berger	4	2	4	4	7	21.00	1
2	5344	Frank Gibson/ Debbie Gibson	1	8	7	9	2	27.00	2
3	5516	Mark Riefenhauser/ Randy Williams	6	5	6	2	8	27.00	3
4	4736	Ed Summerfield/ Herb Lindsey	5	4	5	12	3	29.00	4
5	812	Dave Thinel/ Kim Thinel	3	1	11	1	20/DNC	36.00	5
6	5593	Bob Fletcher/ B. Cornell	20/DNC	6	1	5	4	36.00	6
7	4265	Steve Spackey/ R. Spaulding	9	7	14	3	5	38.00	7
8	4994	Rick Banning/ J. Leipper	2	11	8	10	9	40.00	8
9	4469	John Schwarting/ G. Schwarting	8	12	9	8	6	43.00	9
10	2979	Robert Jenkins/ B. Jenkins/R. Crawford	11	15	2	11	12	51.00	10
11	5210	Bill Ross/ Dave Batchelor	20/DNC	3	20/RAF	13	1	57.00	11
12	5143	Bob New/ Henry Picco	20/DNC	10	3	6	20/DNC	59.00	12
13	5468	Mike Noone/ B. Noone	20/DNC	9	10	14	11	64.00	13
14	5219	Bill McGuirk/ J. Marotta	10	13	16	7	20/DNC	66.00	14
15	5217	David Osler/ Lars Pedersen	12	14	15	16	10	67.00	15
16	4113	Shannon Hakala/ M. Wilfert/T. Wilfert	13	17	13	15	13	71.00	16
17	4355	Stewart Cofield/ S. Reese	20/DNC	16	12	17	20/DNC	85.00	17
18	1885	Dick Schultz/ S. Schultz/J. Schultz	7	20/DNF	20/DNC	20/DNC	20/DNC	87.00	18
19	5190	Ken Boyle/ tba	20/DNC	20/DNC	20/DNC	20/DNC	20/DNC	100.00	19

2004/2005 FLYING SCOT® FLORIDA STATE CHAMPIONSHIP SERIES LAKE EUSTIS SAILING CLUB • FEBRUARY 5TH & 6TH

by Mike Roberts, FS 5544

Flying Scot sailors landed at the Lake Eustis Sailing Club for the fifth in the seven-regatta Florida District Championship series. The course was shared with the Wayfarer class, sailing in their Midwinter Championship. The 15 Wayfarers traveled from as far as Canada to enjoy some beautiful Florida winter sailing conditions we sometimes take for granted.

While the Scot sailors didn't travel as far, 24 boats hit the line Saturday morning in clear, cool, and breezy conditions. Local sailor Dave Chapin (FS 502, Triple Festival) showed how consistency pays off, taking first place with a line score of 3, 3, 3, 4, 3. Dave's one-point win was even more impressive when you consider he sailed with only one crew, his 11-year-old daughter, Caroline. Second place went to Chuck Lieb (FS 3866, Pain Management), who always goes fast and wins the award for hiking hardest. Another point back, in third place, was Chris Danilek from Greenwich (CT) with his brand-new FS 5626. Chris picked up the boat from Flying Scot, Inc., in Deer Park (MD) and kept driving south for a successful maiden voyage. The fourth and fifth places went to two husband-wife teams sailing the old boats: Marshall & Lainie Pardey (FS 400, Patchwork Princess) and Dave & Kim Thinel (FS 812, Pig Pen).

The northeast winds were a perfect 10 to 15 with occasional higher gusts and several dead spots, along with what seemed like constant shifts. Many a coastal sailor was overheard mumbling about how to sail the shifts, although everyone



liked the flat water conditions and bright, sunny skies. The race committee did a great job with course management, easily getting in three races on Saturday and two Sunday. With prompt course changes and little time wasted between starts, their regatta expertise was evident to all.

Fred Strammer's streak of four straight regatta victories (in FS 5520, American Dream) was snapped, literally,

by a broken headstay fitting. A DNF in the second race and DNS in the third knocked him out of the top ten for the first time in forever, or so it seems. Fred holds a nice lead in the series, but the rest of the top five positions are going to be hotly contested. Next up on the tour is the Davis Island Yacht Club on March 5th and 6th, which also serves as the Midwinters warm-up regatta. The seventh, and final, regatta of the series will be held in conjunction with the Melbourne Yacht Club's Spring Regatta, April 23rd and 24th. 🚩

Results:

1. Dave Chapin 16
2. Chuck Lieb 17
3. Chris Danilek 18
4. Marshall Pardey 20
5. Dave Thinel 35
6. Mike Douglas 39
7. Mike Roberts 39
8. Ron Pletsch 39
9. Jeff Penfield 53
10. Bob Fletcher 56
11. Fred Strammer 57
12. Charlie Fowler 57
13. Bill McGuirk 62
14. Sue Sweetser 74
15. Donna Mohr 79
16. Mike Sherlock 80
17. Jack Basner 80
18. Don Poosch 84
19. Robert Zavos 84
20. Bob Williams 94
21. Bill Watts 100
22. Chuck Smith 101
23. Mike Ryan 115
24. Pete Smith 125

OHIO DISTRICT

SCOT SAILORS IN THE NEWS - RACHEL SCHUBERT

by Gary Schubert, FS 4724

Rachel Schubert, competitor in Fleet 6 and sailing school instructor, Deep Creek MD, was at work in the mall BonTon at State College (PA) when a customer collapsed in the store. The woman was not breathing and had no pulse--evidently a heart attack. Rachel was the only CPR-qualified person around. She rose to the occasion by administering CPR heart compressions and rescue breathing until the Rescue Squad arrived and took over. In the interim, mall security came

with an AED, but Rachel had to instruct them on the proper application of the device.

When it was all over, Rachel was quite shaken, but she was a hero! As a certified sailing school instructor, she had been trained in CPR, including the use of the AED. Rachel was able to use her training to save another person's life. The woman was recovering in the ICU the next day and was scheduled to be released with a pacemaker. 🚩

NOTICE OF RACE

Flying Scot[®] North American Championship

July 24 - 29 • Houston Yacht Club • La Porte, TX

1. This regatta will be governed by the rules as defined by the Racing Rules of Sailing (RRS) 2005-2008 and the By-Laws of the FLYING SCOT[®] NORTH AMERICAN CHAMPIONSHIP. RRS 61.1(a) (2) will be deleted such that a red flag shall be required for a protest to be valid. The Sailing Instructions will cover this rule change. This is a category A event.
 2. Eligibility requirements are as follows:
 - a. **The North American Championship (NAC)** is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution/By-Laws defines each category. Championship and Challenger Divisions will be determined by a three race qualifying series followed by a five race Championship Series as described and conducted in accordance with FSSA Constitution and By-laws. Reminder: FSSA dues and Club Boat registration fees must be paid by June 24, 2005.
 - b. **Junior Championship:** Skippers and crew must not have reached age 18 in the current year, except that immediate family members (father, mother, grandparents, brothers and sisters) may serve as crew. Junior Championship skippers must be Active, Life, Club, Family, or Junior members. At least five boats must be registered in the Junior Championship by July 8, 2005 for this championship to be held.
 - c. **Women's Championship:**
 - i. In addition to Active, Life, and Family Members; Associate Members shall be eligible to sail in this event. Changes Article IX Para. 7 of the Constitution, and BII Para 6 By-Laws. Note: This is a changes for the purposes as shown in Para b above.
 - ii. All skippers must be female and have Active, Life, Family, or Club membership status. All crew must be female.
 - iii. Skipper shall be at least 18 years in age in this calendar.
 - iv. Boats may be chartered, and the 400-mile restriction for chartering boats is waived by the IRC.
 - v. A club owned boat may be sailed by a member of the owning club, provided it has completed the measurement process prior to registration. It is not required that the owning club designate the skipper as the Active Member for this event. However, she must meet requirements of Para. (c). This modifies Article BII paragraph 9 of the By-Laws.
 - vi. Five or more boats shall be entered by July 8, 2005 for this championship to be held.
- At least five boats must be registered in the Women's Championship by July 8, 2005 for this championship to be held.
- e. **Master's Trophy:** The skipper must be age 55 or older. Eligibility is the same as paragraph 2a. above. Skippers must declare age status prior to close of registration.
 - f. **Senior's Championship:** The age of the skipper plus one crew must be at least 120 years. Eligibility the same as paragraph 2a. Above. Skippers must declare eligibility prior to close of registration.
 - g. **Special Olympics Class Championship:** Eligibility rules and extensions to this Notice of Race are included in the Flying Scot North American Special Olympics Event Supplement.
3. **Registration:** Registration may be by mail using the form in Scots n' Water, or may be at the regatta site beginning Saturday, July 23 @ 1000 hours. Registration for the Junior and Women's Championships must be completed by Saturday, July 23 @ 1700 hours. Registration for all other divisions must be completed by 1700 PM on Sunday, July 24, 2005 unless other arrangements have been made with the registration committee. Sailing Instructions will be available to registrants at the completion of registration.
 4. **Sailing Instructions:** Sailing Instructions will be available upon completing registration and measurement.
 5. **Measurement:**
 - a. All sails will be measured, and all safety equipment will be checked.
 - b. Boats not having been measured within the past five years will be completely measured according to FSSA rules.
 - c. All club owned boats shall be measured.
 - d. Women's and Junior Championships-In the event late arrivals do not get measured in time for the first Warning Signal on Sunday, the boat(s) will be allowed to compete, but shall be measured upon completion of the racing. Any boat not conforming to FSSA specifications shall be disqualified from the series.
 6. **Fees:**

<u>North American Championship</u>			
\$135	\$140	(for non-USSAILING members)	
Late	Fee	(after	6/30/05)
\$180	\$185	(for non-USSAILING members)	
<u>Women's and Junior Championship</u>			
\$25	\$30	(for non-USSAILING members)	
Late	Fee	(after	7/8/05)
\$35	\$40	(for non-USSAILING members)	

Continued on Page 24

7. Schedule:

- a. Women's, Junior, and Special Olympics Championship: Sunday, July 24, 2005
The first Warning signaled is scheduled for 1100 hours. There are 3 scheduled races of which one completed race will constitute a series.
- b. NAC Qualifying Series: On Monday and Tuesday, July 25-26, the Warning Signal is scheduled for 1100 hours on Monday, and at 1100 hours on Tuesday, Three races are scheduled. Depending upon conditions, the National Championship Committee and the Jury may adjust the schedule of either series.
- c. Championship, Challenger, and Seniors Series: Racing will be Wednesday through Friday with maximum of five races scheduled. The Warning Signal is scheduled for 1100 hours. There will be two races per day with the final race(s) on Friday. Depending upon conditions, the Jury and Principal Race Officer may adjust the series schedule.. No Warning Signal will be made after 1400 hours on Friday July 29, 2005.

8. Courses to be Sailed: The National Championship Committee has authorized the addition of the Trapezoid Course for 2005 NAC as illustrated in the Racing Rules of Sailing on Page 119. This is an experiment for the Class as authorized in the FSSA By-Laws (Article B IX Para. 9b). For those unfamiliar with the, "Trap," instructional information will be available at the Skippers Meeting.

9. Right to Appeal: In the qualifying Series the right of appeal shall be denied according to RRS 70.4(a).

10. Facilities: The harbor facilities include two 2 ton electric jib cranes plus two concrete launching ramps. All areas have access to fresh water. Boats will be assigned parking spaces on a first come first served basis.

11. Venue: The race course is located approximately 1 mile NE from the harbor entrance. The water depth is approximately 10 feet over the entire course. Winds in the

afternoon range up to 12 knots with a typical direction of SE. Please note: HYC is located in the south. The event will be in July. DRINK WATER.

12. 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 Trophy TBA
- e. Master's Trophy TBA
- f. Other Special Awards

13. Local Hotels: The Houston Yacht Club is located in La Porte, Texas. There are several nice hotels in the area and close to the HYC. These hotels include:

The Houston Yacht Club (space is limited call early) 281-471-1255	The Best Western 705 Hwy. 146 South , La Porte 281-471-4040
The Comfort Inn and Suites 902 South 8th Street, La Porte ISD 281-842-9200	The La Quinta 1105 Hwy 146 South , La Porte ISD 281-471-2119

For more information on each hotel please view the following link: <http://www.laportetexas.net/lphotels.htm>

There is no camping on the HYC grounds and the closest RV park in located in Kemah, Texas (approximately 20-30 minutes for the HYC). For more information please view the following link: <http://www.spacecenterrvpark.com/index2.html>

For more information contact: Houston Yacht club
Telephone (281) 471-1255 • Fax (281) 471-9260
E-Mail hyctx@aol.com 

Flying Scot® NORTH AMERICAN CHAMPIONSHIP Special Olympics Event Supplement

This document is a supplement to the 2005 Notice of Race (NOR) for the Flying Scot North American Championship. Specific paragraphs in the NOR are noted by TITLE and only the exception information applicable to the Special Olympics Event are noted. All information in the NOR is applicable to the Special Olympics event unless specifically noted in this document. Where conflict exists between the NOR and this supplement, the supplement shall be the ruling document.

RULES:

This event shall also be governed by the Special Olympics Texas (SOTX) Sports Information Guide (SIG) which shall be the governing document in cases of conflict.

ELIGIBILITY AND ENTRY:

Entries will be accepted for Level 1 and Level 2 teams. All competition will be in Flying Scot sailboats sailed without spinnakers with one Unified Partner and either one or two Athletes.

Athletes must be certified by their local area as eligible for entry based on participation in a training program and / or local regatta.

Unified Partners must have valid Class A volunteer registration in place with their local Special Olympics program and must provide documentation of completing a general orientation and/or volunteering at a local Special Olympics event prior to competing.

All documentation of eligibility shall be provided along with registration. If training has not been completed at the time of registration, a schedule for the training must be provided at the time of registration and documentation showing completion must be provided during check-in at the regatta.

Athletes and Unified Partners must register as a team. For Level 1 teams, registration will be allowed for one Unified Partner and either one or two Athletes per boat. For Level 2 teams, registration will be allowed for one Athlete skipper and one Unified Partner crew.

All Unified Partners must be members of FSSA. Athletes are not required to be FSSA members.

Skippers who would like to get paired up with Special Olympics Texas athletes to compete with them should contact Steve Comen.

REGISTRATION

Registration and required documentation for this event shall be submitted according the Special Olympics Chapter Games Entry Process (Section N of the Special Olympics Texas Sports Information Guide) no later than 12 June 2005 and mailed to Special Olympics, 7715 Chevy Chase Dr., Suite 120, Austin, TX 78752 Attn: Leslie Hudson.

SCHEDULE

This event shall be held concurrently with the Women's and Juniors Championship Events as specified in the NOR.

PRIZES

Prizes will be given according to the Special Olympics Texas Sports Information Guide (Section M).

FURTHER INFORMATION

For further information and an on-line copy of the Special Olympics of Texas sports information Guide visit www.sotx.org, or contact Steve Comen at steve.comen@comcast.net, 214-417-3864.

NAC REGISTRATION FORM

Skipper: _____ Age: _____ Male? ___ Female? ___

Crew: _____ Age: _____

Crew: _____ Age: _____

Skipper's Address: _____

Home phone: _____ Cell phone: _____ E-mail Address: _____

Emergency Contact: _____ Emergency Contact Phone: _____

Sail No: _____ USSA Member #: _____ FSSA Fleet # _____ Home Club: _____

Distance traveled with boat in tow: _____

PLEASE CHECK ALL THAT APPLY:

- Club Boat Chartered Boat Borrowed Boat (Jr. Only) First time NAC participant
- Junior Championship Women's Championship Masters (skipper 55+)
- Seniors (Skipper + 1 Crew = 120 years) Senior Sailing in Qualifying Series
- Husband and Wife on board with one as skipper Father and Son on board with one as the skipper
- All on board are members of one family, and at least one female is included Special Olympics Participant

FEES:

Registration:	USSA Member	Non-USSA Member	
FS NAC	\$135	\$140	\$ _____
Women's/Junior	\$25	\$25	\$ _____
Late Registration:	Entries postmarked after June 30, 2005		
FS NAC	\$180	\$185	\$ _____
Women's/Junior	\$35	\$40	\$ _____

T-SHIRTS: (indicate number by size - one per competitor is included in the registration fee)
 S ___ M ___ L ___ XL ___ XXL ___ Additional T-shirts will be available at registration for purchase.

MEALS:

Sunday Evening Dinner and Pool Party	No. of adults _____ @ \$15 =	\$ _____
	No of children _____ @ \$6 =	\$ _____
Wednesday Evening Annual Meeting Dinner	No. of adults _____ @ \$25 =	\$ _____
	No of children _____ @ \$10 =	\$ _____
Friday Late Lunch Buffet (prior to trophies)	No. of adults _____ @ \$10 =	\$ _____
	No of children _____ @ \$5 =	\$ _____

Total Fees Enclosed: \$ _____

Mail payment to: FS NAC, c/o HYC Office, 3620 Miramar, La Porte Texas 77571
Make checks payable to the "Houston Yacht Club"

I agree to be bound by the "Racing Rules of Sailing" and by all other rules that govern this event:

(signed) _____ Date _____

Special Note on food: A Continental Breakfast will be available each morning at no charge to the competitors. The purchase of lunches to take out on the water will not be available. The HYC dining room is closed for dinner service on Monday and Tuesday evenings but the club will open the Porthole (downstairs by the pool) for service on those days. The Seabrook/Kemah area has many outstanding restaurants in the area and the Kemah Boardwalk is highly recommended.

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Design

The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails. Our record speaks for itself with numerous wins in present and past local, regional, and national events

Fabrication

Schurr Sails uses its proven construction techniques on each sail it manufactures. Combine this with the highest quality materials available on the market today, and this makes for an award winning consistent design each time.

Service

Schurr Sails is proud to be part of the Flying Scot® Association. We guarantee to continue to provide each member with individual attention as our way of supporting its continual growth.



Excellence in Design, Fabrication & Service

Whether you're Cruising the Open waters or Racing around the buoys, Schurr Sails has the equipment you need to get you there safely and quickly.

For the Cruiser looking for quality, durability, reliability, and service, we have selected the finest cloth available, and combined it with our proven construction techniques to give you what you are looking for.

Mainsails starting at \$710 and Jibs at \$300.

For the Racer, we have taken the same quality, durability, reliability, and service and selected the finest cloth available. We have taken our 50 plus years of experience in development and created the fastest sails available, yes they are still remarkably easy to set and trim.

Mainsails starting at \$710, Jibs \$300, and Crosscut Spinnaker at \$398

We also have available a Triradial or Biradial Spinnaker for \$510.

For more information call Steve Bellows, your friendly Flying Scot Sailmaker

STARTING LINE

Calendar Of Monthly Events

Great 48 Regatta April 30 & May 1, 2005

Lake Norman Yacht Club
Near Charlotte, NC
Contact Cary Wren at
(336) 333-9420, or
ewren@triad.rr.com.

Azalea Cup May 7 & 8, 2005

West River Sailing Club
Galesville, VA
Contact Frank Gibson at
(703) 271-2716, or
fhgibson@peoplepc.com

Buckeye Regatta May 21 & 22, 2005

Hoover Sailing Club
Westerville, OH
Contact Jay Huling at (614) 248-
5437 (w); (614) 882-6464 (h);
jhuling@wideopenwest.com

2004 Horrocks & Palmer Regatta May 21 & 22, 2005

Sayville Yacht Club
Contact Rob Kaiser at (631) 589-
2467, cammiel@optonline.net

5th Annual Leukemia Cup Regatta May 28 & 29, 2005

Carlyle Sailing Association
Carlyle Lake, IL
Contact Pat Swan at (618) 654-
7571, fs1918@charter.net or go to
www.csa-sailing.org

Merrimac Memorial Regatta May 28, 2005

Portsmouth, VA
Contact Jack Herbert,
Jack.Herbert@noaa.gov or go to
http://portsmouthboatclub.org/
pbc_merrimac.htm

Founders Cup Regatta June 4, 2005

Old Greenwich Yacht Club
Greenwich, CT
Contact Dave Osler at (203) 975-
9166; ddoosler1@aol.com

Egyptian Cup Regatta June 4 & 5, 2005

Carlyle Sailing Association
Carlyle Lake, IL
Contact Pat Swan at (618) 654-
7571, fs1918@charter.net or go to
www.csa-sailing.org

Full Moon Regatta June 11, 2005

Monmouth Boat Club
Red Bank, NJ
Contact Dan Vought at (732) 530-
9801, danbvought@verizon.net

Berlin Regatta June 18 & 19, 2005

Berlin Yacht Club
Alliance, OH
Contact Jim Diffley,
w (330) 788-1700, h (330) 782-7995,
jimdiffley@msn.com

Douglass-Orr Invitational Regatta June 18 & 19, 2005

Sprite Island Yacht Club
E. Norwalk, CT
Contact Harry MacLaughlin (914)
232-5735, harrym@bestweb.net

Summer Solstice Regatta June 18 & 19, 2005

Selby Bay Sailing Center
Edgewater, MD
Contact Dave Gillingham at (410)
295, 6675, dgilling@glue.umd.edu.

50th Annual Invitational Regatta June 18 & 19, 2005

Berlin Yacht Club
North Benton, OH
Contact Warren Duckworth at
wjduck@yahoo.com, (330) 336-2803

Sandusky One-design Regatta June 25, 2005

Sandusky Sailing Club
Sandusky, OH
Contact Wes Blazer at (419) 499-
2256; blaze@accelelogy.com

The Caledonian June 25 & 26, 2005

Willow Bank Yacht Club
Cazenovia Lake
Cazenovia, NY
Contact Peter Colman,
w:(315) 446-7084, h:(315) 682-6587,
pacolman@aol.com.

Wife-Husband Regatta June 25 & 26, 2005

West River Sailing Club
Galesville, MD
Contact Hans Noordanus at
hans.noordanus@lowsc.org.

New England District Championships July 9 & 10, 2005

FS Fleet #124
Duxbury, MA
Contact Charlie Willauer at (617)
241-2210 or
cwillauer@adelphia.net.

Mid Summer Regatta July 16, 2005

West River Sailing Club
Galesville, MD
Contact Frank Gibson at
(703) 271-2716, or
fhgibson@peoplepc.com

Westhampton Yacht Squadron Regatta Leg #1 of LI Championship July 16, 2005

Moriches Bay
Remsenburg, NY
Contact Ed Surgan at (631) 288-
2069; eddgann@aol.com

North American Championship Regatta July 24 - 29, 2005

Houston Yacht Club
Houston, TX
See Notice of Race in this issue.

Great South Bay Race Week July 29 - 31, 2005

Babylon Yacht Club
Contact Ken Boyle (631) 589-7131,
kjboyle@optonline.net.

The Greater NY Districts July 30, 2005

Seaside Park Yacht Club
Seaside Park, NJ • Barnegat Bay
Contact Peter Sayia (973) 376-4021,
psayia@hotmail.com

Midwestern District Championship 100th Ephraim Regatta August 5 - 7, 2005

Ephraim Yacht Club
Ephraim, WI
Contact Ryan Malmgren at (608)
225-4287; ryanmalm@yahoo.com or
go to www.eyc.org

Sprague Memorial Leg #2 of LI Championships August 6, 2005

Moriches Bay
Remsenburg, NY
Contact Ed Surgan at (631) 288-
2069; eddgann@aol.com

Eastern Women's Invitational Regatta August 6 & 7, 2005

FS Fleet #6, Deep Creek Lake
Deep Creek Lake, MD
Contact Geri Meehan at (352) 683-
2543, gmeehan@earthlink.net.

Michigan-Ontario Districts August 6 & 7, 2005

Detroit Yacht Club
Detroit, MI
Contact John and Sheu-Jane
Gallager at (313) 331-8131;
dycscots@comcast.net

6th Annual Invitational One-Design August 13 & 14, 2005

Fishing Bay Yacht Club
Deltaville, VA
Contact Debbie Cycotte at (804)
776-7098, dcycotte@yahoo.com.

Crystal Ball Regatta August 13 & 14, 2005

Crystal Lake Sailing Club
Crystal, MI
For more information visit CSC's
website at www.sailcsc.org.

Sandy Douglass Memorial Regatta August 13 & 14, 2005

Deep Creek Lake
Swanton, MD
Contact Frank Vandall at (301) 387-
6735, fvandall@law.emory.edu.

19th Annual Invitational Regatta August 13 & 14, 2005

Saratoga Lake Sailing Club
Saratoga Lake
Contact Ann and Peter Seidman at
pseidma1@nycap.rr.com;
(518) 877-8731 or go to
www.sailsaragoga.org.

Continued on Page 28

Starting Line

Continued From Page 28

NY Lakes District Championships August 20 & 21, 2005

Skaneateles Sailing Club
Skaneateles, NY
Contact Ted Jeske at (315) 469-6911; jeske1@mac.com.
NOR will be available 5/1/05.

West River Sailing Club Annual Regatta

September 4 and 5, 2005

West River Sailing Club
Galesville, MD

For more information contact Frank Gibson 703-271-2716, fhgibson@peoplepc.com

56th Annual Regatta September 10 and 11, 2005

Massapoag Yacht Club
Sharon, MA

For more information contact Diane Kampf at (508) 234-8047,

dianekampf@charter.net or go to
www.sailmyc.org.

Silver Piper National Championship

September 10 and 11, 2005

Selby Bay Sailing Center
Edgewater, MD

For more information contact Dave Gillingham 410-295-6675, dgilling@glue.umd.edu

Annual Whale of a Sail Regatta September 17 and 18, 2005

Carlyle Sailing Association
Carlyle Lake, IL

Contact Pat Swan at (618) 654-7571, fs1918@charter.net or go to
www.csa-sailing.org

Koningsberg Regatta September 17 and 18, 2005

West River Sailing Club
Galesville, MD

For more information contact Frank Gibson 703-271-2716, fhgibson@peoplepc.com

2005 Horrocks & Palmer Regatta September 17 and 18, 2005

Sayville Yacht Club
Contact Rob Kaiser at (631) 589-2467, cammiek@optonline.net

Atlantic Coast Championship Capitol District

September 24 and 25, 2005

Fishing Bay Yacht Club
Deltaville, VA

For more information contact Debbie Cycotte 804-776-7098 dcy-cotte@yahoo.com

Michigan Hot Scot Regatta September 24 and 25, 2005

Portage Yacht Club
Pinckey, MI

For more information contact Todd Moore at toddmo65@yahoo.com or
www.ms-pyc.com

Glow in the Dark Regatta Sept. 30 - Oct. 2, 2005

Clinton, IL

For more information contact Mike & Steve Hartman, (217) 359-2212, mikey@jism.com

NERD Regatta October 8 and 9, 2005

Monmouth Boat Club
Red Bank, NJ

Contact Dan Vought at (732) 530-9801, danbvought@verizon.net

Pumpkin Patch Regatta October 15 and 16, 2005

West River Sailing Club
Galesville, MD

For more information contact For more information contact Frank Gibson 703-271-2716, fhgibson@peoplepc.com

FS Fleet 160 Championship October 23, 2005

Lake of the Woods
Locust Grove, VA

For more information contact Hans Noordanus 540-972-0933 hans.noordanus@lowsc.org

Caveat Emptor

Continued From Page 29

FS 4742 – Douglass built in 1991. Off white with navy trim. Extremely light use, sailed approx. 6 times total. o/b motor bracket, factory trailer, 2.7 hp motor. **\$6500**. Located in Atlanta, GA. Contact John Federico at (404) 236-0511, jilland-johnfederico@juno.com.

FS 4758 – Douglass built in 1991. Excellent condition. White deck/hull. Two sets sail, innaker pole, motor mount and bracket, galvanized trailer, jib cover and stored in trailer after each use. **\$6200**. Located in Dumont, NJ. Contact Bill Seveck at (201) 387-8724, wseveck@verizon.net.

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 5171 – Flying Scot built in 1997. "Rhino" Excellent race record, North right rig sails, full covers, compass. **\$9500**. Located in Westport, CT. Contact Josh Goldman at (917) 859-7764.

FS 5368 – Flying Scot built in 2001. Ivory hull with medium blue trim. Main and jib windows, jiffy reefing systems. Rudder lift system, tent style cockpit cover, o/b motor bracket, galvanized factory trailer with nose jack **\$9400** or with 2001 Mercury 4HP motor **\$9900**. Located in Hermitage, PA. Contact Charles Moyer at (724) 346-5010, sail@surf724.com.

FS 5390 – Flying Scot built in 2001. For sale with racing package, options inc, blue tent cover, blue bottom paint, jiffy reefing, swim ladder, motor mount, rudder lift and main sail flotation. Rarely used. In excellent condition. White hull and deck. Asking **\$10,750**. Located in Perham, MN. Contact David Covington at (218) 346-6146, raydavid@eot.com

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FS 59 – Douglass built in 1959. Red hull, white deck, three sets of sails, extra rudder and tiller. Over-the-boat cover and trailer. No leaking, but needs new bottom paint. **\$1500**. Located in OH. Contact Jay Gilbert at (419) 756-6846, jgilbert@neo.rr.com.

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. **\$1000**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, gregory@barsh.com.

FS 708 – Douglass built in 1965. Blue hull, white deck. Complete restoration and refinishing 2002 - like new! North sails, new galvanized trailer, Sailor's Tailor cover. Very, very good condition. **\$5000 obo**. Located in Lake Hopatcong, NJ. Contact Martin Mick at (973) 663-3544, mdmick@optonline.net.

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 suits 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 1263 – Douglass built in 1968. Upgraded w/new floor, boom, halyard wench, full cover, taberacle, mostly new blocks, two complete sets of sails: It has a good trailer. **\$4000**. Located in Dallas, TX. Contact Peter Seymour at (214) 341-7082, pds00@comcast.net.

FS 2137 – Customflex built in 1972. Excellent condition. Dark blue: White deck, red boot stripe. Omega Sails Main, Jib 2003, Spinnaker 2004. North M,J,S. 2004 Galvanized "Long" Trailer. Mooring cover, full boat cover. Bow flotation bag, mainsail flotation, swim ladder, Johnson 3HP with bracket, accessories. **\$5500**. Located in Morehead City, NC. Contact Bill Quake at (252) 240-1918, bquake@earthlink.net

FS 2184 – Customflex built in 1972. White, blue water line. Garage kept - Excellent condition. 1978 Pamco boat trailer. Original owner. **\$2950**. Located in Chicago, IL. Contact Pantelis Kosiopoulos at (312) 649-0550, kosiopoulos@earthlink.net

FS 2362 – Douglass built in 1973. Boat trailer. **\$2300**. Located near Destin, FL. Contact Ray Visser at (517) 410-8042.

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 3119 – Customflex built in 1978. Tabasco red with white deck, very good condition. Fresh water dry sailed. Fully race equipped. North racing main, jib and spinnaker, plus cruising sails. Plastimo compass, tiller extension. Successful local racing record. Trailer with spare

wheel and tire, lifting bridle, SS mast sleeve, cover. **\$4000**. Located in Chicago, IL area. Contact Peter Dickinson at (847) 446-3445, pdickinson@mindspring.com.

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 3943 – Douglass built in 1983. Off white hull and deck, very good suite of North Sails and many other used sails, Sailor's Tailor deck cover; 3 year old aluminum trailer. Fast boat, top 10 in 2004 NACs, 1st place Challenger Division of the 2003 Wife Husband. Well maintained with many new parts. **\$5000**. Located in Carlyle, IL. Contact John Woodworth at (314) 721-0192, jbwoodworth45@hotmail.com

FS 4000 – Douglass built in 1984. Off white hull and deck. Fully race equipped including two spinnaker poles, compass, lifting bridle, swim ladder, safety equipment, boom and mooring covers, galvanized TeeNee trailer. Multiple sets of sails, most recent being 2004 Beaton. **\$4800**. Located Seaside Park, NJ. Contact Arthur Shearer at (609) 895-1356, ashearer@comcast.net

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 rbbm@intrex.net.

FS 4331 – Douglass built in 1987. Very good condition. White with blue trim. Fresh water, dry sailed. Stored winters. Two suits sails including spinnaker, tactical compass, TeeNee trailer, new bearings, recent tires, Bearing Buddies, cover. Flotation kit, mast collar, extras. **\$5000**. Located in Dayton, OH. Contact Jim Robinson at (937) 294-8763.

FS 4447 – Douglass built in 1988. White hull/deck, red boot top/trim. TeeNee galvanized trailer, 3 mains, 3 jibs, 2 spinnakers, Sailor's Tailor storage cover, mooring line cover, Plastimo compass and many extras. Little use recent years. **\$6500**. Located in Pound Ridge, NY. Contact Daniel Verdier at (914) 241-8500.

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 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.

Continued on Page 28

NEW MEMBERS

Of The Flying Scot® Sailing Association

Sorted By District, Fleet and Last Name

* Contact your District Governor for Fleet Assignments

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FS 4440/ Fleet # 6/ District 4

Jon H. Skoog
821 Foxridge Court
Mars, PA 16046

CAROLINAS DISTRICT

FS D262/ Fleet # * / District 8

Charles D. Parker
1119 Greenwmeade Court
Greenville, NC 27858

FS D261/ Fleet # 48 / District 8

Brad Garton
226 Woodstream Road
Mooresville, NC 28117

GREATER NY DISTRICT

FS 2201/ Fleet # * District 12

Susan N. Cook
36 Grant Avenue
East Hampton, NY 11937

FS 4085/ Fleet # 31/ District 12

Thomas Connell
657 Piertont St.
Rahway, NJ 07065

FS 1493/ Fleet # 175/ District 12

James Apostolides
23 Sweet Grass
West Hampton, NY 11977

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FS 2326/ Fleet # 41/ District 20

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7571 Hartel Rd.
Grand Ledge, MI 48837

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FS 5583/ Fleet # 161/ District 29

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Ballston Lake, NY 12019

FS 5462/ Fleet # * / District 29

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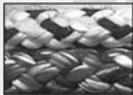
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- 2003 NAC's Qualifier Series, 1st and 3rd Overall
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- 2003 Wife/Husband Nat'ls 1st, 2nd, 3rd, 4th, 5th and 6th
- 2003 Great 48 1st Overall
- 2002 Open House 1st and 3rd Overall
- 2002 NAC's 1st and 4th Overall
- 2002 MidWinter's 1st Challenger Division
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hans.noordanus@lowsc.org

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Tom Lawton
102 E. Connally Street
Black Mountain, NC 28711
(828) 669-5768
tlawton@mac.com

FLORIDA DISTRICT

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885
fowlsail@gate.net

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John Cooke
One White Oak Drive
Danbury, CT 06810
(203) 792-6919
johncooke@easternpackaging.com

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Larry Taggart
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(504) 482-7358
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Michael Ehnis
3155 Hudson Street
Dexter, MI 48130-1309
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michaehnis@yahoo.com

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Walter Barniskis
3601 Flag Avenue, North
New Hope, MN 55427
(763) 545-3054
wbarniskis@yahoo.com

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Randy Williams
60 Rockaway Avenue
Marblehead, MA 01945
(781) 631-1965
rwilli4210@aol.com

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Ann Seidman
33 Huckleberry Lane
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(518) 877-8731
pseidma1@nycap.rr.com

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Charles Buffington
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Pittsburgh, PA 15228
(412) 388-1666
buffingtoncw@anes.upmc.edu

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greblach@netscape.net

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Emporia, KS 66801
(620) 342-7104

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Scott Mauney
9609 Brentgate Drive
Dallas, TX 75238
(214) 341-6243
smauney@flash.net