

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 50 NUMBER 1 2006

## WIFE-HUSBAND REGATTA

### SAIL FOR THE GRAIL

STEP ABOARD MY  
SCOT FOR AN  
EASY SAIL

SECOND  
INVASION OF  
PUT-IN-BAY

OUR FIRST FLYING  
SCOT REGATTA

ATLANTIC COAST  
CHAMPIONSHIP

Capitol DISTRICT Highlight

# Pure Power

- 1,3 NORTH AMERICANS - Champ. Div.
- 1,4 NORTH AMERICANS - Challenge Div.
- 1,2 ATLANTIC COAST CHAMPS
- 1,2,3,4 NEW YORK DISTRICTS
- 1,2,3,4,5 HUSBAND & WIFE NATIONALS
- 1,3,4,5,6,7 MIDWINTERS
- 1 OPEN HOUSE REGATTA

*Gough and Eagan  
teams at the 2005  
North Americans.*

Power up with North sails for the 2006 sailing season! Our fast sails combined with the best service in the class delivered by our experts Greg and Brian can only put your team in the winning track. Give us a call today!

#### ONE DESIGN CHESAPEAKE

Greg Fisher [greg@od.northsails.com](mailto:greg@od.northsails.com)  
voice 410 280-3617 cell 410 212-4916

#### ONE DESIGN EAST

Brian Hayes [brian@od.northsails.com](mailto:brian@od.northsails.com)  
voice 203 877-7627



[www.OneDesign.com](http://www.OneDesign.com)

All About One Design Sailing

Photo Sue Bodycomb.

## OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

### Flying Scot® Sailing Association

VOLUME 50 NUMBER 1 2006

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

#### PRESIDENT

Glenn Shaffer\*  
39 Wilkinson Way  
Princeton, NJ 08540  
(609) 883-6688 • [gshaffer@ieshaffer.com](mailto:gshaffer@ieshaffer.com)

#### FIRST VICE-PRESIDENT

Barbara Griffin\*  
208 Oakcrest Lane  
Pittsburgh, PA 15236  
(412) 653-3056 • [baridon87@aol.com](mailto:baridon87@aol.com)

#### SECOND VICE-PRESIDENT & MEMBERSHIP CHAIRPERSON

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

#### COMMODORE

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

#### SECRETARY

Hank Sykes\*  
76 McKinley Avenue  
New Haven, CT 06515  
(203) 397-2262 • [hasyk1@comcast.net](mailto:hasyk1@comcast.net)

#### TREASURER

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

#### IMMEDIATE PAST COMMODORE

James B. Harris\*  
775 Haw-Thicket Lane  
Des Peres, MO 63131  
(314) 966-8404  
[jlharris@charter.net](mailto:jlharris@charter.net)

#### FSSA MEASURER

Robert J. Neff\*  
1032 Old Turkey Point Rd.  
Edgewater, MD 21037  
(443) 994-1932 • [neffenterprise@yahoo.com](mailto:neffenterprise@yahoo.com)

#### EDITOR, SCOTS 'N' WATER

Kay Summerfield  
705 Ocean Avenue  
Beachwood, NJ 08722  
(732) 286-4890 • [slokay@earthlink.net](mailto: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](mailto:hasyk1@comcast.net)

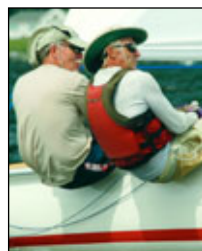
#### DESIGNER (1904-1992)

Gordon K. Douglass

#### EXECUTIVE SECRETARY

Courtney C. Waldrup  
1 Windsor Cove, Suite 305  
Columbia, SC 29223  
(803) 252-5646 • (800) 445-8629  
[info@fssa.com](mailto:info@fssa.com)

\*Denotes Executive Committee Members



From the President.....	4
Letters to the Editor .....	5
Wife-Husband Regatta .....	6
Step Aboard My Scot For An Easy Sail .....	8
Capitol District Team Racing Regatta .....	11
Our First Flying Scot Regatta .....	12
Midwinter NOR .....	13
Atlantic Coast Championship .....	14
Trailer Tramp .....	16
Second Invasion of Put-in-Bay .....	19
Sail For The Grail - Fleet 80 Annual Regatta.....	21
Rogers Takes First in Michigan-Ontario Districts ..	22

#### In Every Issue

Starting Line .....	23
Caveat Emptor .....	25
New Members.....	26

#### ADVERTISERS INDEX

2 North Sails	17 Fowler Sails	24 Quantum
5 Flying Scot Racing	18 Rooke Sails	26 The Sailors' Tailor, Inc.
9 Midwest Sailing	20 Layline	27 Schurr Sails
10 Flying Scot, Inc.	23 Gus Sails	28 FSSA

**Attention Web Surfers / E-mail Users:** The FSSA Flying Scot Website is online. Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in Scots 'n' Water is [info@fssa.com](mailto:info@fssa.com). Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

**SCOTS 'N' WATER** - Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume XLI, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

**Publication Mail Dates:** Issue #1, **January 15**; Issue #2 **March 15**; Issue #3, **May 15**; Issue #4, **July 15**; Issue #5, **September 15**; Issue #6, **December 15**.

**Ad Rates:** Call Christina Hicks at (800) 445-8629.

**Postmaster:** Please send change of address to Scots 'n Water, FSSA, 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223.

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

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

*Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.*

Cover photo courtesy of Jon Deutsch, 411 N. Boulevard, Apt. #2, Richmond, VA 23220.



# From The President

by Glenn Shaffer, FS 5213



In my last letter, I asked for ideas as to how we might assist the sailors and yacht clubs along the Gulf Coast that were devastated by Hurricanes Katrina and Rita. While there has not been a lot of good news to report from an area that is struggling to rebuild, the spirits of the sailors and club members remains high. I have received reports that many of the hulls owned by the clubs survived - but not much else. In particular, there is a tremendous need for sails as well as boat hardware, spars and other sailing equipment. This includes not only gear for Flying Scots, but also Opti's, Sunfish, and Lasers used in sailing camp. Many of us have unused sailing items in our garages and basements. How about donating your surplus sails and gear to the Gulf Coast yacht clubs so severely hurt by Katrina and Rita? There are a few ways to direct your donations:

1. Edie Sullivan of the Lake Norman Yacht Club has agreed to coordinate the collection and distribution of sails and equipment to the Gulf Coast clubs. Edie grew up along the Mississippi Gulf Coast, is a member of Pass Christian Yacht Club, and has many sailing contacts in the area. If you have items to donate, please call or email Edie for directions as to where they should be sent. Edie can be reached by phone at (704) 341-5673 or by email at [ediesull@bellsouth.net](mailto:ediesull@bellsouth.net).

2. Davis Island Yacht Club (DIYC) in Tampa, FL ([www.diyc.org](http://www.diyc.org)) has put together a Relief and Recovery effort to help build up two of the hardest hit areas of Mississippi that includes Bay Waveland YC and neighboring Pass Christian YC. DIYC has already delivered trailers full of household appliances and goods, sails for boats including Flying Scots, clothing and medicinal supplies. Their next trip is planned for early Spring. As there will be many sailors from around the country attending the Midwinters, it would be a great time to gather old sails, spars and hardware from



your Fleet members and bring this equipment to the St. Petersburg YC where it will be picked up by DIYC. For further information about the DIYC Relief and Recovery effort, please contact Shannon Figley-Taylor, FS 4321, Fleet 168, at [taylorsailors5@yahoo.com](mailto:taylorsailors5@yahoo.com).

3. If you would like to make a monetary contribution, please consider the Gulf Yachting Association Foundation which was formed by the GYA clubs in 1993 as a means to support sailing on the Gulf Coast and amongst its member clubs. The primary emphasis is on juniors. Any funds received will be used to restore and replace damaged and destroyed equipment at the 15 clubs that sustained serious hurricane damage based on need and the total amount received. The foundation is a 501(c)3 organization which allows contributions to be considered

charitable contributions for Federal Income tax purposes. Contributions may be sent to the Foundation Treasurer, Janet Miller-Schmidt, 2777 Lakeshore Drive, Mandeville, La 70448. For further information go to [www.gya.org](http://www.gya.org).

The weekend before Thanksgiving I had the opportunity to attend the U. S. Sailing One-Design Sailing Symposium held in Annapolis, MD. There was an impressive list of speakers including the familiar names of Joni Palmer, Greg Fisher, Brad Davis, Stuart Walker, Janet Baxter, John Burnham, Dave Dellenbaugh and Gary Jobson. Equally impressive was the list of attendees representing many Class Associations from all over the United States. A major portion of the Symposium was devoted to presenting ideas on how to build and energize our

*Continued On Next Page*

# Letters to the Editor

Kay Summerfield



fleets - an important issue for all Class Associations. While there were many good ideas, I thought that some of the best were the most basic. In order to attract and keep youth and adults involved in our fleets, sailing must be safe, sailing must be fun, sailing must be social, and sailing must be educational. Too often, I think that we overlook these critical factors. We also talked about the importance of those members at the back of the fleet and how they deserve our attention and friendship, as well as the importance of personal contact and the difference it can make to encourage participation.

Despite the setbacks caused by Katrina and Rita, the FSSA has a lot of exciting things in store for you during 2006. To begin with, a full-color *Scots n' Water* magazine has arrived. Kay Summerfield has done a remarkable job as Editor and we look forward to many more issues with great articles contributed by you. The Midwinter Championship will again be held at the great facilities of St. Petersburg Yacht Club starting on March 5th. The Wife & Husband will be held at the beautiful Lake Murray Sailing Club located near Columbia, SC on May 27th and 28th. Corinthian Yacht Club in Marblehead, MA will be the host for the North American Championship beginning on July 9th. Don't miss these great venues for which there is already much enthusiasm. In addition, the FSSA website at [www.fssa.com](http://www.fssa.com) will be expanded to include new content in a "members only" section. On behalf of the FSSA, I look forward to sharing a safe, fun, social and educational year with all of you. ▲

## To the Editor:

*I was delighted to read the article about Bill Tingle sailing FS 88 at age 88. Bill went on to win our Handicap Regatta at the end of the year! It was kind of hard to see Bill's handsome face in the photos in the article, so here is a close-up.*

Dan Goldberg  
FS 4991



**Notice:**  
The entry form for the  
Midwinters Regatta is  
available at  
[www.fssa.com](http://www.fssa.com) or  
[www.spyc.org](http://www.spyc.org)

### MasterHelper \$129.95 ea. \_\_\_ Qty.

Innovative Flying Scot Mast Stepping device. It takes the work out of Stepping the Flying Scot mast. Allows young, old, short or tall to step the Flying Scot mast in under 15 minutes with one person.

Yours for \$129.95 + (S&H \$15 ea.)

**These make  
GREAT GIFTS  
for any Occasion**

**Call Today  
732-727-8520**



Total Amount (Add S&H) \$ \_\_\_\_\_

Ship to Address & Phone: \_\_\_\_\_

Clip this ad and Mail to: Flying Scot Racing, Attn: Dan Neff •  
349 Ward Ave. • South Amboy, NJ 08879

### Flying Scot Calendar \$12.95 ea. \_\_\_ Qty.

#### 2006 CALENDAR ORDER TODAY

Flying Scot Racing is excited to bring you for the 4<sup>th</sup> year a 12 month full color wall calendar that is filled with information from upcoming regattas to tips and tricks that will make you go *FAST*. Yours for \$12.95 + (S&H \$3 for the 1<sup>st</sup> and .50 for ea. additional)

**ORDER ONLINE AND  
RECEIVE YOUR ORDER  
FASTER**



JANUARY						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	26	27	29
30	31					

Visit us on the web at [www.flyingscotracing.com](http://www.flyingscotracing.com) and order your Calendar and MasterHelper today!  
email: [fs2929@aol.com](mailto:fs2929@aol.com), or Call 732-727-8520.

Flying Scot® and the Flying Scot logo are registered trademarks of Flying Scot, Inc.



# Wife-Husband Regatta

by Sue Hauser and Rick Newell, FS 5050

A record number of duly espoused couples competed in the 19th Annual Flying Scot Wife-Husband Regatta, hosted by Fleet 97 and West River Sailing Club in Galesville, Maryland, on June 25th and 26th. Boats started arriving and rigging early Friday afternoon, and registration was in full swing by the time Greg Fisher gave his always-informative boat-tuning talk to a rapt gathering in the parking lot. Folks began the social side of the weekend with burgers and dogs cooked on the big grill and eaten on the lawn overlooking the beautiful Chesapeake Bay.

On Saturday morning, forty-six Flying Scots sailed out to the Bay for two long races in 13 to 16 knots with lots of chop, heat, and humidity—in other words, classic Chesapeake conditions. The competitors divided themselves into two fleets, with thirty boats in the Championship Division and sixteen in the Challenger Division. All the sailors arrived back at the club thirsty, hungry, and ready to share their exploits. The evening of good company, fantastic Chesapeake-Bay-area food, and substantial quantities of liquid refreshment was followed by a second day of good sailing conditions, with slightly less wind and chop but just as much heat.

Allyson and David Neff took first place overall in the Championship Division, in close competition with Christine and Dan Neff (David's brother) and veteran Wife-Husband champs Karen and Harry Carpenter. In addition to the Florence and Ted Glass Perpetual Trophy for 1st place, Allyson and Dave were awarded the Bob Penticoff Memorial Trophy for the best finish of first-time Wife-Husband competitors. Karen and Harry won the Eric and Mary Ammann Trophy for the best finish by a couple whose combined age equals or exceeds a certain number, which we really don't need to mention here. Sharon and John Schwarting

walked away with 1st place in the Challenger Division with three bullets, to receive the Cal and Anita Hudson Perpetual Trophy. Other class notables competed, including JoAnn and Greg Fisher, frequent Silver Piper champions Eileen and Bill Ewing, Mary Ellen and class measurer Bob Neff (yes, another Neff!), and our own Capitol District “governess” and governor Terrie and Hans Noordanus.

In addition to seven trophies in the Championship Division and

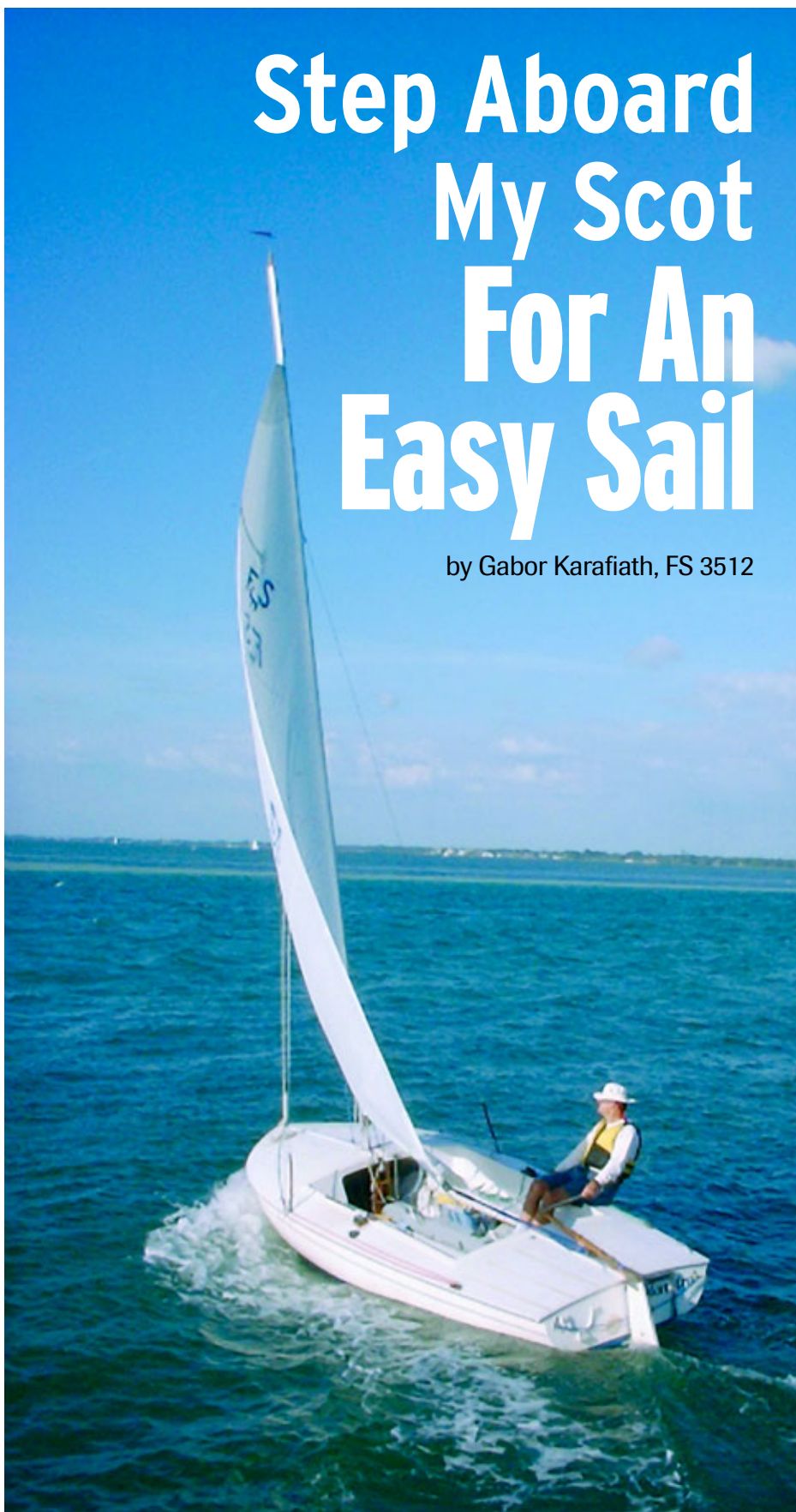
five trophies in the Challenger Division, special trophies were awarded to Libby and Chuck Howting for traveling the farthest with their boat, to Brenda and Mike Noone for being married the longest, and to Janet Nelson and Bob Strang for being married most recently. Allyson and Dave almost took that trophy, too, but Janet and Bob snuck off and got married just in time for the regatta.

Thanks to all the attendees and the many people who helped us pull this off. Until next time....▲



# Step Aboard My Scot For An Easy Sail

by Gabor Karafiath, FS 3512



There are a few extras on my Scot that make racing and daysailing a lot easier. To start with, I have been eyeing those aluminum trailers that carry the Scot about a foot lower, so access to the boat on shore is much easier. But the cost is pretty steep, so I opted to mount a folding step onto my Tee Nee trailer, one on each side. They are homemade using heavy-duty door hinges through-bolted with 1/4-inch screws to a wooden cross member that is U-bolted to the frame. The total cost was less than \$25. The wooden parts all came from one 6 inch wide, 8-ft.-long, pressure-treated board that is sold as 5/4 lumber with an actual 1 inch thickness. The steps are in front of the fender so that the trailer bow will not flip up when I step on it. Unfolded, the extra protrusion of the step makes getting into the boat much easier. The steps fold within the maximum width of the trailer, but, if I were to do this over, I would go beyond by about two inches on either side. In designing the final step length, you must pay attention to the clearance to the hull, as shown in the photos.

Two years ago I was racing at Sarasota when, for the first time in 25 years, I flipped the boat onto its side as a result of my falling out of the boat while attempting to hike. My wife and I got onto the centerboard in time to keep from going turtle, and we righted the boat. Getting back into the boat was another matter altogether, far more difficult than righting the boat. Eventually the crash-boat operator grabbed the back of my shorts and helped push me on board. Many thanks to him. Now we have a telescoping ladder on the transom, and the photos show that it is possible to mount the ladder even with access ports already on the transom. The ladder is mounted with an approximately 3/8-inch spacer between the mounts and the hull. I hope not to capsize again, but we have used the ladder for swimming.

Sarasota was windy that week, and I was glad to have my jiffy reef for solo day sailing. With the jiffy reef and no jib, the Scot mimics an oversize luxurious Laser. Pull the centerboard up one-third to halfway to balance the helm. The Scot will easily plane with the jiffy reef. The photo of the clew of my main shows the normal outhaul grommet and two others used for the jiffy reef. The reef line is led from the front of the boom to the lower grommet near the bolt rope and then to the upper grommet, and then it's tied to the end of the boom



cap. Tightening the reef line pulls the two grommets together and shortens sail. Aside from the jiffy reef points and grommets in the main, the only extra hardware for the jiffy reef is a Racelite vee jam cleat mounted on the underside of the boom about ten inches back from the gooseneck. The reef line is a piece of 1/4-inch Dacron braided line. The regular Cunningham line does double duty and secures the forward reef grommet and pulls it down to the gooseneck.

With these modifications, Scot sailing might be easier for you, too. ▲

*Below: The normal outhaul grommet and two others used for the jiffy reef.*



*It is possible to mount the ladder even with access ports already on the transom.*



*In designing the final step length, you must pay attention to the clearance to the hull.*



## Midwest Sailing

**AUTHORIZED FLYING SCOT® DEALER**  
*In Southeastern Michigan Since 1965*

8955 Dexter-Pinckney Rd.  
 Pinckney, Michigan 48169-9430  
 734-426-4155 Fax 734-426-5532  
[www.ms-pyc.com](http://www.ms-pyc.com)

- New and used Flying Scots<sup>o</sup> on display
- New and used parts in stock (from clevis pins to masts). We ship UPS daily.
- Sailing Store and Service Center including:
  - Custom rigging
  - Mast & boom straightened
  - Fiberglass and trailer repairs
  - Straight centerboards brought up to race quality
  - Off-season storage and repair facility
- Also Dealer for Sunfish, Laser & Hobie Cat



### Venue - Portage Yacht Club

- Located adjacent to Midwest Sailing.
- Home to Fleet 20 racing Thursday and Sunday from May through September.
- Convenient dry storage moorings on the water for quick and easy access to your boat.
- Learn to sail - Learn to race programs
- Social activities, swimming beach, shaded picnicking and dining services.



# FLYING SCOT®

**FREE Ways to Order...** Phone: 800-864-7208

Fax: 888-442-4943 • E-mail: info@flyingscot.com

**NEW! Online Store: [www.flyingscot.com](http://www.flyingscot.com)**

**FREE UPS Ground Shipping...** on orders over \$100 net and under 20 lbs. and under 84" in length & girth combined.

**Competitive Low Prices...** on many items from Harken, Ronstan and others. Support your builder – order from the people who know your Scot best, and feel good about the price.

**New Flying Scots Built to Order...** Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Scot for everyone – daysailer to national champ. Order a new Scot rigged just the way you like it.

**Bring New Life to Your Old Flying Scot...** with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment – trade it for a new one!

## Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

## Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

## Spinnaker Pole...

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

## Tapered Aluminum Spinnaker Pole...

Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

## Flying Scot® Embroidered Shirts & Caps...

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

**Classic Polo Shirt.** 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL

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

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

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

## Motor Bracket...

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

## Bow Flotation Bag Kit...

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

## Web Lifting Bridle...

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

## Jiffy Reefing Kit...

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

## Trailex Aluminum Trailer...

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



## Aquameter Sailor II Compass & Mount...

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

## Plastimo Contest Tactical Compass & Mount...

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



## Tacktick Micro Compass & Mount...

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

## Stainless Steel Mast Sleeve...

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



## Rudder Lift System...

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

## Swim Ladder...

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



## Mainsail Flotation...

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

## Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550  
Phone 301-334-4848 or Toll Free 800-864-7208  
FAX 301-334-8324 or Toll Free 888-442-4943

Monday-Friday, 8am-4pm and Saturday, 9am-11am

Visit our Web Site for  
a Complete Parts List!  
[www.flyingscot.com](http://www.flyingscot.com)



# Fishing Bay Wins Inaugural Capitol District Team-Racing Regatta

by Jimmy Lee, FS 5276

The First Annual Flying Scot Capitol District Team-Racing Regatta was held on October 30 at Lake of the Woods in central Virginia. Hans Noordanus, district governor and commodore of the host Lake of the Woods Sailing Club (LOWSC), extended a warm welcome to everyone at the outset and thanked Debbie Cycotte of Fishing Bay for her help in setting up this event. Teams from Fishing Bay Yacht Club (FBYC) Fleet 103 and Rappahannock River Yacht Club (RRYC) Fleet 185 joined LOWSC Fleet 160 in this inaugural event. The host club/fleet staffed the race committee and judging: Larry Huntsman as PRO, assisted by Ed Hoffman and Bob Doan; and Dwight Westholt as on-the-water judge, accompanied by his wife, Jean, as an added observer. Pairing assignments and team streamer colors for the double round-robin series of races were done by drawing.

No spinnakers were allowed. Working together in three-boat teams and racing against each other two teams at a time, the team-racing objective is to get the best team score to win a race. Using low-point scoring, the team with the lowest combined finishing positions/points wins that race. And the team with the most races won wins the regatta. Each competitor needs to know at all times what the team's positions/points are, then protect those positions (if the points are lower

**No spinnakers were allowed. Working together in three-boat teams and racing against each other two teams at a time, the team-racing objective is to get the best team score to win a race. Using low-point scoring, the team with the lowest combined finishing positions/points wins that race. And the team with the most races won wins the regatta.**

than the opposing team) or make moves to upset the positions/points (if they are higher). This leads to a lot of interesting maneuvering and a lot of fun.

An early morning fog rolled off to reveal a lack of wind. The wind that did show up was very fickle all day. During the course of the day, many people gathered on the shore to watch the racing. Surprisingly, there was even a blimp overhead for part of the day. A windward-leeward course was set, and the wind initially was southerly. FBYC and RRYC squared off in the first race, while LOWSC waited and watched. FBYC's team of John Hubbard and Debbie Cycotte in FS 3339, Len and Barb Guenther in FS 5055, and Mike Schmidt and Noel Clinard in FS 5466 hovered at the RC-boat end of the starting

line, while RRYC's team of Jerry and Andrea Latell in FS 4499, Tom Richardson and Glenn Oxford in FS 2398, and Tripp Westbrook and Mosby West in FS 4830 positioned at the pin end until the three-minute starting sequence was initiated. Competitors were allowed to mingle at that point and did just that. This first race was a hard-fought contest, with Rappahannock River winning by one point.

The wind shifted around to the north for the second race, which paired Fishing Bay with the LOWSC team of Hans Noordanus and Eric Schrier in FS 4427, John Shaw and Dan McFarland in FS 4435, and Jimmy Lee and Nan Reid in FS 5276. This was another close race, with Fishing Bay winning by one point. The third race saw LOW win over Rappahannock River. Having completed the first round-robin, each team had won one race and lost one. The wind moved to southeasterly and was very weak. Fishing Bay won race 4 over Rappahannock River and race 5 over LOW. With a dying wind, RRYC withdrew from race 6 to complete the second round-robin.

After returning ashore, putting the boats away, and having lunch, Hans Noordanus announced that Fishing Bay YC was the winner. He further announced that this event will be hosted by LOW again next year and then rotated in following years. The regatta was a great deal of fun, and everyone seemed to really enjoy it. ▲

TEAM	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
FBYC	11	10		6	9	
RRYC	10		13	15		WD
LOWSC		11	8		12	✓



# Our First Flying Scot Regatta

by Thomas Richardson, FS 2398

In 2000, Rappahannock River Yacht Club (RRYC) members decided to purchase Flying Scots to serve as a focal point for one-design racing and family cruising. We currently have eleven Scots at the club and are still growing the fleet. The RRYC Flying Scot Annual Regatta was established so that Scots from around the area would come to RRYC each year to share the great racing area and the hospitality our club provides. We had eight Flying Scots participate—six local RRYC Scots and two Scots from Lake of the Woods Sailing Club (LOWSC) in Fredericksburg. It turned out to be a great first-time event.

RRYC is a 150-member yacht club founded in 1936. The club is located on Carters Creek off the Rappahannock River in the historic village of Irvington, Virginia. The Rappahannock River serves as our primary race area, with Carters Creek as an alternative if the conditions

are unfavorable in the river.

Weather was outstanding for the two days: winds out of the west at 5 to 8 knots, scattered cumulus clouds, temperatures between 80 and 85, and waves 1 to 2 feet. Conditions were so favorable on Saturday, and everybody was having such a good time, that we decided to get five races in on the first day. After a great day on the water, the crews enjoyed a delicious barbecue dinner and libations while watching the sunset on Carters Creek.

Hans Noordanus with Richard Dynes in Flying Dutchman could not be beaten; they finished first in the five races on Saturday and the two races on Sunday. The Latells in Feral Cat came in second and Frank Birdsall with Ryan Jayne in Spitkit II came in third. Final standings are below; for complete race results go to RRYC's Web site at <http://www.rryc.org>.

There were many volunteers who made the weekend a success. However, I want to

specifically commend Susan Richardson, who organized all the food for the weekend (including lunch delivered on the water Saturday), and Sam Marshall, who was tapped at the last minute to run race committee and did an exceptional job.

We are already planning for next year's annual regatta (tentatively scheduled for May 20 & 21) and hope to have even more Scots join us for a weekend of great racing and RRYC hospitality. 🚩

## Final Standings

1. Hans Noordanus / Richard Dynes  
FS 4427
2. Jerry Latell / Andrea Latell FS 4899
3. Frank Birdsall / Ryan Jayne FS 5449
4. Arabella Denver / Seldon Tompkins  
FS 2103
5. Trip Westbrook / Mike Kloph FS 4830
6. Dan McFarland / Eric Schriever FS 4435
7. Tom Richardson / Greg Shivers FS 2398
8. Tom Norris / Dan Clark FS 4603



# 2006 FLYING SCOT® MIDWINTER CHAMPIONSHIP

March 5 – 10, 2006

Host: St. Petersburg Yacht Club  
11 Central Avenue  
St. Petersburg, FL 33701, USA

*Organizing Authority: Flying Scot Sailing Association ("FSSA")  
in conjunction with the St. Petersburg Yacht Club ("SPYC")*

## NOTICE OF RACE

- Rules:** The regatta will be governed by the current *rules* as defined in *The Racing Rules of Sailing (RRS)*.
- Eligibility:** The regatta is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Entrants may select either the Championship or Challenger Division, except that any past North American or Midwinter Championship Division or Challenger Division winner shall sail in the Championship Division.
- Registration:** Eligible yachts may enter by mail using the form available on [www.spyc.org](http://www.spyc.org), or at the regatta site beginning Sunday, March 5 at 1600. Registration, including selecting either the Championship or Challenger Division, must be completed by Monday, March 6 at 1200. Sailing Instructions will be available at registration.
- Measurement:** Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Measurement Committee.
- Fees:** The entry fee is \$190 per boat. This includes: the Sunday reception (hosted by FSSA), dinners for two people on Tuesday and Thursday, all racing, trophies and the Florida sales tax. Current US SAILING members may deduct \$25 from the entry fee (include your membership number on the entry form). Entries received and paid by February 17 may deduct \$25 from the entry fee. Thus the early entry fee for a US SAILING member is \$140.  
  
Additional dinner tickets, tickets for the Wednesday Tiki Bar cookout, and regatta shirts may be ordered on the entry form, and will also be available for purchase at registration (at higher cost). Shirts ordered on site will be shipped to the purchaser after the event.
- Schedule:** Note that the SPYC is closed on Monday. "SPSC" is the St. Petersburg Sailing Center.

### Sunday, March 5

**1500-1700** FSSA Executive Committee meeting at SPYC Men's Card Room (2nd floor)

**1600-2000** Registration at SPYC Ballroom (2nd floor)

**1800-2000** FSSA Reception at SPYC Ballroom (2nd floor)

### Monday, March 6

**0800-0930** FSSA Board of Governors at SPYC Regatta Room (1st floor, NE corner)

**0900-1200** Registration at SPSC (2nd floor)

**1000-1200** Rules, Flags & Horns Clinic at SPYC classroom

**1300** Competitors' Meeting at SPSC

**1430** Warning signal for first race

### Tuesday, March 7

**1100** First Warning signal; two races scheduled

**1900** Buffet dinner at SPYC Ballroom

### Wednesday, March 8

**1100** First Warning signal; two races scheduled

**1900** Cookout at SPYC Tiki Hut (additional cost)

### Thursday, March 9

**1100** First Warning signal; one race scheduled

**1500** No warning signal after this time

**1900** Awards dinner at SPYC Ballroom

Up to three races a day may be run on Tuesday, Wednesday, and Thursday.

- Venue:** Launching and hauling will be at the SPSC on Demens Landing, one block SE of the SPYC. No vehicle parking is permitted at the SPSC. Racing will be in Tampa Bay, East of the St. Petersburg Municipal Pier.
- Courses:** Courses are illustrated on pages 117-119 of the US SAILING RRS.
- Scoring:** No race scores will be excluded from a boat's series score. Six races are scheduled, of which one is required to be completed to constitute a championship.
- Trophies:** Trophies will be awarded to the skippers and crew of the first five boats in each division. Additional trophies provided by FSSA include:  
  
Championship Division 1st: Mary Meno Perpetual Trophy  
Challenger Division 1st: Brenda Pollack Perpetual Trophy  
Sportsmanship (voted on by the sailors): Allan M. Douglas Trophy
- Disclaimer of Liability:** Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



# Atlantic Coast Championship

by Debbie Cycotte

**T**he Second Annual Atlantic Coast Championship (ACC) Regatta was hosted by the Fishing Bay Yacht Club (FBYC) in Deltaville, Virginia, the weekend of September 24 and 25. For those of you who haven't been there, FBYC is an outstanding sailing spot on the Chesapeake Bay. The yacht club is located on both sides of a peninsula, which allows a great deal of flexibility in setting courses and race management. A new two-story clubhouse was finished in 2001 and provides much enjoyment to all who visit this lovely area.

There were 35 boats, with sailors from New Jersey, Maryland, Virginia, and North Carolina competing in the two-day series. Among the sailors attending were FSSA president Glen Shaffer from New Jersey and FSSA commodore Bill Ross from North Carolina. Many of the visitors were guests in the homes of Flying Scot sailors from FBYC and from the nearby Rappahannock River Yacht Club (RRYC). This gave the visitors some Southern hospitality and a better introduction to this area.

Near-perfect conditions—both on the water and off—made for a very memorable weekend. On Saturday, there were three exciting races in winds up to 20 knots. Sunday's two races saw about 10 to 12 knots, for a calmer pace.

In the twenty-three-boat Championship Division, David and Allyson Neff from the Selby Bay Sailing Center in Maryland continued in their winning ways to take top honors for their second ACC title, the Capitol District

Championship, and the newly established Capitol District Traveling Trophy. John Luard and Jim Worth from the Monmouth Boat Club in New Jersey finished in second overall after winning both of Sunday's races.

The district governors claimed the next two spots. Carolina governor Tom Lawton and Trish Scardina from the Lake Norman Yacht Club in North Carolina edged out Capitol District governor Hans Noordanus and Richard Dynes from Lake of the Woods in Virginia by one point, for third and fourth places.

Top FBYC Flying Scot was John Hubbard, in fifth overall. John had his 9-year-old son (and upcoming young sailor), Ellis, and Mike Miller crewing.

In the twelve-boat Challenger fleet, Frank Birdsall and Ryan Jayne from RRYC won the series. Three Fishing Bay boats followed, with Phil Webb and Owen Davidson in second, Mike Karn and Jay Buhl one point behind in third, and Ric and Sharon Bauer in fourth. Another RRYC boat, Tom Richardson and Glen Oxford, took fifth.

Many thanks to PRO Brooks Zerkel and his very capable race committee team for providing great race management. Head judge Burton Howell from Savannah, Georgia, and his group are also to be commended for all their good work.

Another highlight of the regatta was the outstanding food. Chef Alain Vincey and Chef Fred Jones provided an awesome dinner on Saturday Night that will long be remembered. Chef Julia McNeill did an equally fabulous job with breakfast both days.

There were some special treats for the competitors. Bagpiper Dave Hershier provided wonderful Scottish tunes for Saturday evening's entertainment. Tom Martin, of the Legend Brewery in Richmond, came with some of his special, large-size-bottle beer that was quickly consumed by the thirsty sailors. Pictures taken that day out on the race course were shown on a laptop computer.

All of these moments, both racing and shore-side activities, were captured in some great photography by talented FBYC sailor Jon Deutsch. Please check out the photos and complete race results on the FBYC home page at [www.fbyc.net](http://www.fbyc.net), go to 2005 One-Design, then to Sept. 24-25 Flying Scot Atlantic Coast Championships.

I would like to thank the many people

who worked so hard to make this event a success AND all the competitors who came and made this such a FUN regatta!

New friends were made and old ones renewed for lifelong friendships in the Flying Scot class. 🚢



# Trailer Tramp

by Bob Summerfeldt, FS 5656

Let's face it. The road is hot, hard, full of nasty hazards, wet, dirty, and unforgiving. How nice it would be to easily slide into a nice, cozy, form-fitting comfort zone, custom-fit to protect from all that harsh reality, allowing you to relax.

Maybe you should try a trailer tramp.

Regardless of whatever pleasant images this may bring up, I am not commenting on the sexual proclivities or socioeconomic status of a potential partner or significant other for you.

This is NOT about YOU! This is about your boat.

This is about protecting that gorgeous new and/or lovingly and laboriously faired and polished gel coat from the waterline down, your only interface with our chosen navigational medium, the water. This surface, the bottom of your boat, is what supports and guides you through and over the water, allowing you to move swiftly along your way and simultaneously supplying nearly all of the drag preventing you from going faster. While the basic shape is fixed in the mold at Harry's place in Maryland, the detail of the surface texture and microscopic condition determine as much or more about your speed as the sails do. Sails can be replaced, but the quality of the bottom is very constant—or, more likely, very slowly deteriorating—so it pays to pay attention to it.

Frank Bethwaite, the marvelously knowledgeable designer of the Tasar and other boats and the author of books on



*In order to extend the fabric protection above the trailer, I built a framework of 1 1/4" plastic pipe that provides extensions, outriggers, and terminations for the fabric independent of the trailer frame. The plastic pipe was selected because it is cheap, readily available, and easily worked.*

going really fast on the water, has done full-scale drag testing on small boats and hull forms under development. One of his more interesting results is that, between two otherwise identical dinghies, the one that had been trailered 160 miles over dry roads had 2% greater drag than its identical twin, in spite of no obvious dirt or damage. The message is that clean bottoms can and will go faster than dirty ones. This is why a number of firms sell—and many hot sailors in various classes (including ours) buy and use—full bottom covers, to keep pristine boat bottoms clean and fair. Where boats are launched by means of hoists, this is not particularly difficult to manage, but ramp-launched boats present a very different challenge when wrestling a bottom cover on and off. Getting our 800-pound gorillas to raise up on one cheek to scoot fabric in or out can be at least difficult, if not downright dangerous.

I live about two hours from my usual sailing waters, and I wanted to protect the bottom gel coat from the flying sand, bouncing rocks, hot-patch asphalt, road-kill entrails, air conditioner condensate, oily film, and, in this area, coal truck detritus that is routinely thrown at the boat at speeds in excess of 70 mph. I set out to find a way to provide reasonably thorough protection, without a great deal of expense

and without the hassles of a full bottom cover.

My Scot is on a Trailex aluminum trailer, and I have a skirted cover that protects everything very well, except for the most critical part, the bottom. I reasoned that a protective surface in the plane of the underside of the trailer frame would do a lot in the way of protection. Extensions up along the topsides of the boat to join with the cover skirt would be a further enhancement. I did not want to physically modify the trailer structure (especially on my first attempt), and I wanted to be able to remove the protective barrier for periodic on-trailer maintenance and cleaning of the bottom, so a hard material like plywood was ruled out. Some sort of fabric seemed appropriate, but it needed to drain and ventilate very well and be substantial enough to provide protection.

I first tried, without success, to find swimming pool cover fabric. Then I found an excellent alternative in catamaran trampoline material, available through Sailrite Kits in Churubusco, Indiana ([www.sailrite.com](http://www.sailrite.com)). This material is made of weather- and UV-resistant black polypropylene in a stiff mesh with very small openings. A strong stream of water directed at it from a garden hose is almost totally diverted and the material is stiff



enough to not flap loosely in the wind.

After a few test pieces and experiments with various materials and methods, it was clear that the fastening method of choice for fabric-to-fabric and fabric-to-trailer joints would be 2"-wide, "industrial strength" Velcro, available in 20' boxes at discount stores. Except for the continuous lengths between the fabric and the cover skirt, most Velcro fastenings were done with 6"- to 12"-long pieces that make for very secure joints. All sewing was done on a '50s Kenmore home sewing machine that was zigzag capable but much happier doing straight stitches, all using Sailrite's V-69 sail-making thread. In addition to the seams, all the Velcro was stitched down. The self-adhesive backing on the Velcro was not enough to work alone on the fabric, beyond the initial positioning. It does stick very well to cleaned areas of the aluminum trailer and other non-porous surfaces, but it needed backup mechanical fasteners at the treated-wood blocking I added to the bottom of the 2 x 6 walkway. This kept the fabric in the plane of the underside of the trailer, and I was careful to leave a gap in the blocking over the axle, in case of large axle movements.

In order to extend the fabric protection above the trailer, I built a framework of 1 1/4" plastic pipe that provides extensions, outriggers, and terminations for the fabric independent of the trailer frame. The plastic pipe was selected because it is cheap, readily available, and easily worked. The



1 1/4" size was strong enough for the application, and it can be cut with a \$9 tool that resembles a ratcheting pruning shear, making clean cuts very rapidly. The pipe frame is arranged to avoid any interference with the launching/retrieving of the boat. It provides fabric support around the axle's spring mounts and is the structural support for the curved 1" plastic pipes that ride

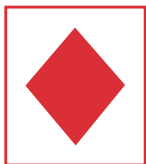
about 4" outside the boat just above the waterline, all the way back to the boarding step behind the wheels (see photos). The plastic pipe frame then extends back (on the bottom only) to just ahead of the rear cross-member of the trailer, so the boat bottom is shielded to within about 4 feet of the stern. The pipe frame is secured to the trailer with—you guessed it!—Velcro straps. The pipe frame is assembled on the trailer, passing over and under various trailer parts, so it cannot be removed without being partially dismantled.

The fabric is arranged in four sections. The two large ones that cover the majority of the bottom are made with the 72" fabric width running lengthwise on the trailer. They cross the bottom and then continue up and over the pipe frame along the sides of the boat. The fabric then continues and is Velcroed (a new verb!) to the sides of the cover skirt.

There is a small, flat piece that fills in the aft section of the trailer bottom, and a fourth assembly of small pieces that are tailored to fit around the bow of the boat. If need be, the entire fabric bottom cover can be removed from the trailer in a matter of minutes, with or without the boat being on

*Continued On Next Page*

## Celebrating 32 years of quality sail making



# Fowler Sails, Inc.

3803 N.W. 25th Ave.  
Miami, Florida 33142  
Phone (305) 638-8885  
Fax (305) 636-2620  
fowlsail@gate.net  
www.fowlersails.com

### New Spinnaker Design:

<b>Flying Colors Spinnaker</b>	<b>JCF/4</b>
<b>Mainsail model</b>	<b>JC-6</b>
<b>Jib model</b>	<b>NWF-3</b>

To avoid the spam blocker, please contact us through our web site for prices, spinnaker color options and your questions.



## Trailer Tramp

Continued From Page 17

board. With the boat off the trailer, the finished assembly looks...well...like a dish-shaped trampoline! It is not, however, sturdy enough to act as one, and you must still stay on the trailer rails and 2 x 6 walkway when launching and retrieving the boat.

Before this system was fully completed with the closure flaps to the cover skirt, the first functional road test was a 400-mile round-trip that was good for determining where additional Velcro was required. In spite of running through several very intense rain showers at interstate speeds, the obvious residue of pond scum from that sailing venue was still on the bottom of the boat when I got home, illustrating just how well the bottom was being shielded.

The system, as built, used approximately 60 feet of 1 1/4" plastic pipe and a large number of fittings, about 30 feet of 1" plastic pipe, about 8.5 yards of 72"-wide trampoline fabric, a 4-oz. cone (350 yards) of sail-making thread, and about 100 feet of Velcro. Obviously the design of the system and the material quantities would be very different for a different type of trailer, and



*\*For additional ideas contact Bob Summerfeldt at 824 Evergreen Rd, Fraziers Bottom WV 25082  
rjsaia4296@aol.com - Cell: (540)915-8333*

I have ideas that would simplify the construction and eliminate the more difficult parts of the pipe frame that I will be happy to share with interested readers.\*

The cost (not counting my time) is still somewhat below that of a traditional bottom cover, and the ease of use is phenomenal. On a typical sailing day, once the Velcro connection to the skirt is released

and the cover is removed, it is "business as usual" to rig and launch the boat. Retrieval is just as straightforward, with the Velcro connections made at the last moment just before departure for home. How nice it is to easily slide [the boat] into this nice, cozy, form-fitting comfort zone, custom-fit to protect from all that harsh reality, allowing me to relax....▲

## Acrylic Flying Scot Covers

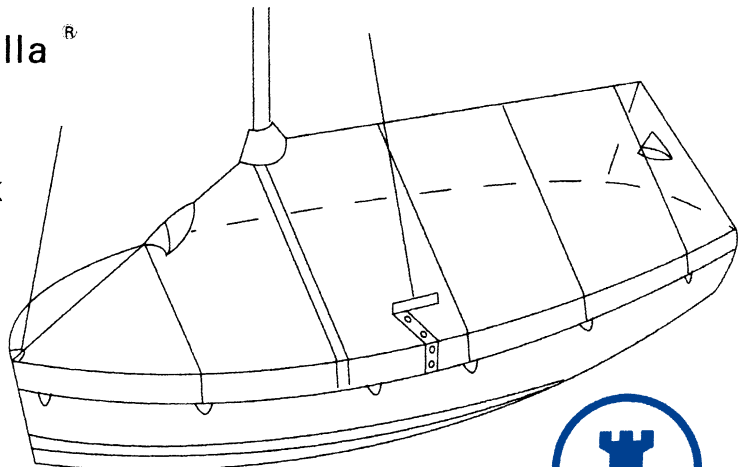
- made with 1st quality Sunbrella<sup>®</sup>
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

### Features

Cover has a tent-like fit  
Delrin zippers with flap  
Velcro enclosures for stays  
Hooded mesh vents  
Loops along hem for tie-down  
Hidden seams for UV resistance  
Heat cut edges will not fray  
Flat covers also available

### Options

UV proof Goretex thread  
Drawstring/shockcord in hem  
Sail # installation  
Custom multi-color panels/trim



### Prices

Cover	white	blue	other
6" skirt	\$414	\$421	\$443
Full-sided	\$532	\$548	\$575



## ROOKE SAILS

1744 Prescott  
Memphis, TN 38111  
(901)744-8500  
www.rookesails.com



*The fearless members consisted of Ross Long, ably assisted by Marty Sweterlitsch and Tom Shain; Ray and Kathy Trask, assisted by Steve Chenenko; David Huckle in HMS Royal Folly, assisted by Stephanie Bahr and David Smith; and David Landis in Malaise de Mer, assisted by Norma and an unknown crew member.*



# Second Invasion OF Put-in-Bay

by O. Ross Long, FS 3607

On October 1, 2005, members of Flying Scot Fleet 37 (Hoover Sailing Club, Westerville, OH) did their annual assault on the Lake Erie islands. After a successful navigation of Kelly's Island last year, various members of the fleet now took on Put-in-Bay on South Bass Island, Ohio. The fearless members consisted of Ross Long (hereinafter known as "Lord and Commander"), ably assisted by Marty Sweterlitsch and Tom Shain; Ray and Kathy Trask (known as the "Explorers"), assisted by Steve Chenenko; David Huckle in HMS *Royal Folly*, assisted by Stephanie Bahr and David Smith; and David Landis in *Malaise de Mer*, assisted by Norma and an unknown crew member.

Launching went off without a hitch from Mazurik Ramp, located approximately one-half mile west of Lakeside, Ohio, on the Marblehead peninsula. Most of the boats enjoyed a lovely eight-plus-mile spinnaker run with the wind at approximately 10 knots out of the south. The Explorers chose to forego use of their spinnaker and headed closer to the shore of South Bass Island in order to better see Perry's Memorial (although Perry's Memorial is pretty hard to miss, since it is 352 feet tall).

In any event, all boats safely rounded the northeast point of South Bass, staying well clear of the rocky shoal that extends far beyond the point. However, all was not

well on the *Malaise de Mer*, as one of the crew was now experiencing the reason behind the boat's name. They eventually pulled into the harbor at Middle Bass (they actually had an auxiliary engine, so they could go down the narrow channel) and retired from the assault.

The remaining three boats headed into Put-in-Bay proper, led by Lord and Commander, who secured dockage at the state docks at the west end of the bay. HMS *Royal Folly*, skippered by Briton David Huckle, wasn't so smooth. Commander Huckle, following in the Royal Navy tradition of encounters on Lake Erie, promptly ran aground on the rocks west of Gibraltar Island. (History buffs may remember that the Battle of Put-in-Bay was lost by the British when they ran two of their ships together.) In any event, HMS *Royal Folly*, with Commander Huckle at the helm, finally was freed from the rocks. However, Commander Huckle was intent on salvaging British honor by attempting to take out the American docks and as many American vessels as he could (including Lord and Commander's) by ramming the docks. Fortunately, he was unsuccessful. Commander Huckle was overheard commenting, "Bloody Yanks keep putting all these obstacles in the way of the Queen's Navy." Eventually the three remaining boats were safely docked and the party

*Continued On Next Page*

## Invasion

Continued From Page 19

ventured off to lunch at the Boardwalk, a local watering hole overlooking the bay.

Despite repeated reminders by Commander Long that lollygagging was not a good option because the wind might not hold forever, the members took their own sweet time in finishing lunch. Commander Long was finally able to organize a retreat from the bay, despite repeated protests from other crew members.

Demonstrating his usual good leadership, Commander Long led the way out of the bay and down the west side of the island for the long trip back to Marblehead. The Explorers soon followed and were now flying their spinnaker, despite the close-reaching conditions. *Royal Folly*, apparently experiencing mechanical problems because of the grounding, was considerably delayed in their departure, an event that would come back to haunt them.

Lord and Commander quickly rounded South Bass and was well on the way back

to Marblehead. The Explorers, however, decided to sail a couple extra miles so that they could claim a rounding of Green Island—another decision that would come back to haunt them. *Royal Folly* was nowhere to be seen. Rumors had it that one of the crew seized control of the helm and was taking the boat on a lazy tour of the west side of South Bass, with no particular course in mind.

Although the wind was very nice (5 to 10 knots out of the southwest) when the boats left the bay, it had now backed to the southeast—the direction the fleet needed to go—and was dying. At 6:00 p.m., the lake was going flat. By 6:15 p.m., it was a farm pond.

Lord and Commander was not in too bad shape, only about a quarter mile from the launch ramp. The Explorers were approximately three to four miles back and were planning to paddle the remaining miles, through considerable powerboat chop. *Royal Folly* was consigned to its fate. They were just past the south end of South Bass Island, some eight miles from the ramp, and planned on spending the

night on the lake, hoping the wind would pick up. They had lights for the boat, warm clothes, water, and miscellaneous snack foods, so cannibalism was ruled out.

Lord and Commander finished paddling back to the ramp—turning down an offer for a tow at approximately 200 yards out, since the crew had too much pride to take a tow from anyone. Rumors of a potential mutiny, after the tow was rejected by the skipper, were entirely false.

However, the experience had a happy ending. Lord and Commander was in the parking lot derigging the boat when a **SHOUT** went out that HMS *Royal Folly* was now at the dock, having secured a tow, which took over an hour. Shortly thereafter a second **SHOUT** went out at the Explorers, who were now 50 yards off the entrance to the breakwater, as they, too, had secured a tow. There was great rejoicing, and members of the expedition solemnly swore to listen to Commander Long in the future. A fine meal was then had at Phil's Restaurant in Port Clinton, Ohio. All's well that ends well. ▲



## Flying Scot Essentials on SALE now!



### Conception Spinnaker Sheets

Dyneema SK75 (a.k.a. spectra) and polypropylene blend. Lightweight, soft on your hands, and low water absorption (unlike that other fuzzy stuff!) 1/4" is great for all wind conditions, or switch to 3/16" when you know the air is going to stay light. We use 40 feet per side (45 for internal sheeting).

Colors: Yellow, Blue, Purple

CON316 Layline per foot **\$0.56** (\$22.40 per side)

CON14 Layline per foot **\$0.78** (\$31.20 per side)



### Jib Lead Bridle

Layline rigging for Flying Scots. 8" loop, 4" tails. Rigging sale applies - Order now, and save more!

FSJB Layline **\$39.95**



### Tabernacle Bracket

Made by Layline specifically for Flying Scots. Strong, anodized aluminum. Bolts up under your deck and grips your compass.

LL2022 Layline **\$69.95**

### Tapered Spinnaker Pole

FSTSP Layline **\$169.50**

Add up Layline's Fall Savings Opportunities:

- \* Our Crazy Moving Sale Everything Must Go!
  - + Rigging Sale - Up to 25% off
  - + Don't forget your Loyalty Points for extra discounts on top of all sale prices
- = Great Savings !**

**LAYLINE**  
YACHT RACING EQUIPMENT

Photo courtesy Jim Kransberger

The Latest and The Best, Shipped Out Fast, 100% Guaranteed  
www.layline.com / 800 - 542 - 5463

# Moraine Sailing Club Fleet 80 Annual Regatta

by Bob Zavos, FS 4601

**T**wenty-one Scots participated in Fleet 80's annual Sail for the Grail Regatta at Moraine Sailing Club (MSC) in Pittsburgh on September 17 and 18, 2005. Local boats took 1st place in the Championship Division (Dan Goldberg & Joni Reis) and in the Challenger Division (Jon & Nancy Ingersoll). For Dan Goldberg, there was one more first. It was the first time he won his local club's FS regatta after many years of trying. In the meantime, he had won four of the other eight Ohio District regattas. It was also the first time in at least a dozen years that MSC members had the majority of the trophies in Championship (3), as well as in the Challenger (2) Division.

Overall, the weekend went smoothly, but things were a little rough at the start of the first race. We had two general recalls for the Championship Division, followed by three individual boats over at the third start. Two of these heard their numbers called and returned to restart, but the third did not and wound up getting an OCS. This stands for on course side and scores like a DSQ (disqualified). It was particularly disheartening since this boat was the first to cross the finish line, and the skipper (Pat Glazier) initially thought he had won the race.

The second race started without incident, and Pat and Debbie Glazier took an early lead and never relinquished it. In the Challenger Division, Carl and Lois Suppo won their first major race, which helped earn them an overall 2nd-place trophy.



Front (L:R) Bill Tingle, Celia Martin, Joni Reis, Dan Goldberg, Jim Diffley, Ian Robinson  
Back: Nancy Ingersoll, Jon Ingersoll, Lois Suppo, Carl Suppo, Jon Skoog, John Ellen

On Sunday the skies were sunny, but the wind made only a token early appearance. Race committee decided it was too light and variable for the traditional long, bridge-to-bridge race. We were lucky to complete one traditional course before the wind completely died. The last hundred yards were particularly tough, as boats were barely able to keep moving. After the race, many boats were towed back to the docks. ▲

## Sail For The Grail Results

Championship Fleet			Race 1	Race 2	Race 3	Points
1	4991	Goldberg	2	2	1	5
2	4805	Diffley	1	3	2	6
3	3883	Hohler	4	4	3	11
4	4440	Skoog	5	5	4	14
5	88	Tingle	3	7	6	16
6	5322	Glazier	OCS	1	5	20
7	3637	Marlin	8	6	10	24
8	4233	Goethert	9	8	9	26
9	4032	Gecik	6	9	12	27
10	4601	Zavos	10	11	7	28
11	4269	Uehling	7	12	DNS	32
12	5159	Rowan	11	10	11	32
13	5090	Armitage	12	13	8	33

Challenger Fleet			Race 1	Race 2	Race 3	Points
1	2148	Ingersoll	1	3	1	5
2	4114	Suppo	6	1	2	9
3	200	Cullen	2	2	5	9
4	4340	Marshall	3	5	4	12
5	2984	Schwarzmueller	5	7	3	15
6	363	Persi	4	4	7	15
7	3708	Bridges	7	6	6	19
8	1285	Bielec	8	8	DNS	24

# Rogers Takes First in Michigan-Ontario Districts

by John Gallagher, Detroit Yacht Club

The championship of the Michigan-Ontario Districts continues as the private preserve of two rival Scot sailors, multiple-year champions Forest Rogers and Paul Lee. In the latest matchup, on the weekend of Aug. 6-7, Rogers won the Districts title, with Lee finishing second, giving each sailor five championships in the past ten years.

August winds were typically light and variable on Lake St. Clair near Detroit when 17 boats headed out to the race course for the regatta hosted by the Detroit Yacht Club. Rogers, the former FSSA district governor who sails out of the Crescent Sail Yacht Club in Grosse Pointe Farms, and Lee, from the Detroit Yacht Club, often face each other in weekly races. In this year's Districts, Rogers got the jump early when winds were so light in the first race that a couple of boats never even crossed the starting line. Rogers won that first race, with Lee finishing in seventh place.

Winds picked up somewhat for the final two races of the day, and on shortened courses Rogers continued to dominate, winning each of the next two races while Lee took a third and a second. Also in the

hunt going into the final day were Brian Hawkins of the Portage Yacht Club and Bill Brusilow of the DYC.

On Sunday, with winds still on the lighter side, the race committee opted to go for one longer triangle/windward/leeward course instead of two shorter races. The lead boats jockeyed for position around the marks, but Lee crossed the finish line first, with Hawkins second, Brusilow third, and Rogers taking a seventh. The final standings saw Rogers with 10 points and Lee with 13. In the small Challenger fleet, Bill Harmon of the DYC took first and Mark Pytell, sailing out of the Crescent Sail Yacht Club, finished second.

With four different Flying Scot fleets represented in the top five positions, competition remains alive and well in the Michigan-Ontario District. ▲

Championship Division							Total
Position	Skipper	Crew	1st Race	2nd Race	3rd Race	4th Race	Points
1	Forest Rogers	Mike Wisner	1	1	1	7	10
2	Paul Lee	Denise Lee	7	3	2	1	13
3	Brian Hawkins	Susie Hawkins	3	6	3	2	14
4	Bill Brusilow	Jim Diamond	6	4	4	3	17
5	Jim Grant	Joe Moore	9	2	10	5	26
6	Ed Bayer	Tim Blachut	13	7	8	4	32
7	Roy Lamphier	Jill Lamphier	10	5	9	8	32
8	Todd Moore	Suzanne Moore	4	10	7	12	33
9	Bill Pfund	Olivia and John Pfund	2	retired 16	11	6	35
10	Fritz Wagner	Andrew Ingall	8	13	5	11	37
11	Jim Davis	Marie Davis	12	8	12	9	41
12	Mike Ehnis	Ela Sliwenska	11	9	14	10	44
13	George Gecik	Chris Krummel	14	12	6	14	46
14	Larry Breskin	Cory Schultz	5	14	15	13	47
15	Gary Bigwood	Trish Bigwood	DNS 16	11	13	DNS 16	56
Challenger Division							Total
1	Bill Harmon	Christine Van den Bosch	1	1	2	2	6
2	Mark Pytell	Ann Pytell	DNS 4	2	1	1	8

# STARTING LINE

## Calendar Of Monthly Events

### Lake Eustis Flying Scot Regatta February 3-5, 2006

Lake Eustis Sailing Club  
Eustis, FL

For more information  
contact Chuck Smith,  
chuckswines@prodigy.net or  
Henry Picco at (321) 459-2896

### The Flying Scot Western Regatta Hosted by FSSA Texas District Houston Yacht Club La Porte, TX

February 24-26, 2006

Contact Greta Mittman, FSSA  
Texas District Governor,  
gretamittman@yahoo.com  
214-417-1667

### Midwinter Championship March 5 - 10, 2006

St. Petersburg Yacht Club  
St. Petersburg, FL

### Sarasota One Design Mid Winters Sarasota Sailing Squadron Sarasota, FL

March 24 - 26, 2006

For more information contact  
Jim Barr at 941-366-  
1972.jbarr3620@aol.com

### Choo Choo Regatta Privateer Yacht Club Lake Chickamauga Chattanooga, TN

April 29 and 30, 2006

For additional information contact  
Doug Spohn at 423-240-4386.  
djspohn@comcast.net

### Flying Scot Great 48 Lake Norman Yacht Club Mooresville, NC

May 6 and 7, 2006

For more information contact  
Bob Bowden at  
bowdenRHB@aol.com

### Wife Husband Championship Regatta May 27 & 28, 2006

Lake Murray Sailing Club  
Columbia, SC

### Douglass/Orr Invitational Sprite Island Yacht Club Norwalk, CT

June 17 and 18, 2006

For more information contact  
Jim Cummings 203-259-7555 or  
captjim516@aol.com

### Greater New York District Championship Cedar Point Yacht Club Westport, CT

Long Island Sound  
June 24 and 25, 2006

For more information contact  
John Cooke 203-792-7766.  
jcooke@trianglepackage.com or  
visit www.cedarpointyc.org

### New York Lakes District Championship and The Caledonian Willow Bank Yacht Club Cazenovia June 24 and 25, 2006

For more information contact  
Peter Colman at 315-682-6587 or  
windmansion@alltel.net

### 2006 Michigan-Ontario Districts Gull Lake Yacht Club

Richland, MI  
July 29 and 30, 2006

Contact fleet captain Tom Lechota  
at tom.lechota@alticor.com or his  
work phone 616-787-3854 or  
the Gull Lake Country Club office  
269-629-9714.

### North American Championship Regatta July 9 - 14, 2006

Corinthian Yacht Club  
Marblehead, MA

*Continued On Next Page*

## Gus Sails, Dominant in the Flying Scot® Class!

**Gus Sails on 7 of top 9 boats at 2005 NAC**

2005 MidWinter's 1st Amateur & 2nd Overall:  
Fred/Fred Strammer

2005 MidWinter's 1st Challenger:  
Dan Baird/Larry Taggart/Carrie Barger

2004 NAC's 3 of top 5 Overall:  
Draheim/Neff/Carpenter

2004 & 2003 Wife/Husband 1st:  
Natalie & Scott Mauney

2004 Junior NAC's Fred Strammer

2004 - 2005 Florida Circuit 1st:  
Fred/Fred Strammer

2003 & 2002 NAC's 1st Overall  
...and more!

**Gus Sails was glad to be on board.**

*Finally a Great One Design Sail Loft...*



Photograph by Jim Kransberger of PhotoReflect.com

**A Better Sail and  
A Better Price! WOW!**

1830 Interstate 30 • Rockwall, TX 75087

Phone 972-998-5313

e-mail gussails@sbcglobal.net

Contact: Bill Draheim

**2006 Sandy Douglass**

**Memorial Regatta**

**July 29 & 30, 2006**

Deep Creek Yacht Club  
Deep Creek Lake, MD  
Contact Jim Munford at  
sammjamm@earthlink.net

**Flying Scot Eastern Women's  
Regatta**

**Deep Creek Lake**

**Deep Creek, MD**

**August 5 and 6, 2006**

A week after the Sandy Douglass  
Invitational Regatta. We have  
2 fleets: "Champion" - Women Only;  
"Challenger" Woman skipper and  
man or woman crew.

For more information contact  
Geri Meehan at gmeehan@  
earthlink.net, 301-387-3469

**The 20th Annual  
Fleet 161 Invitational Regatta at**

**Saratoga Lake Sailing Club**

**August 12-13, 2006**

It actually begins Friday August 11  
for set up, wine and cheese and a  
light dinner. Come early, stay late,  
there is always a party going on!  
Contact: Ann and Peter Seidman,  
pseidma1@nycap.rr.com  
518-877-8731

**Flying Scot**

**Canadian Championship**

**August 19 & 20, 2006**

Stony Lake, Ontario  
Contact Susie Hauth at  
susanhauth@rogers.com

**57th Annual Regatta**

**Massapoag Yacht Club**

**Sharon, MA**

**September 9 and 10, 2006**

For more information contact  
Diane Kampf, 508-234-8047,  
dianekampf@charter.net

**28th Grand Annual Regatta**

**Cave Run Sailing Association**

**Cave Run Lake**

**Morehead, KY**

**October 7 and 8, 2006**

For more information contact David  
Davison, david2047@aol.com or  
304-744-4860

**9th Annual FALL 48**

**Lake Norman Yacht Club**

**Mooreville, NC**

**November 5 and 6, 2006**

For more information contact  
Larry Vitez, larryvitez@  
consolidatedadvisors.com

# The FSSA Burgee

The FSSA now has available two color schemes for the FSSA burgee that can be used as Class Flags for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division.

**Price is \$25,00 plus \$6.00 S&H.**

To order please call FSSA at (800) 445-8629.

## We have a new Texas Fleet!

**Fleet Number 191**

**Central Oklahoma Flying Scot Fleet**

**Oklahoma City, OK - Lake Hefner**

**Fleet Captain Mike Anderson**



Same Wind,  
More Speed.  
Lower Price





# CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to [info@fssa.com](mailto:info@fssa.com). Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

**FS 1379** – Customflex built in 1968. Boat, hull, rigging in good condition. Dry-sailed, fresh water only. Complete sails (main, jib, raidal spinnaker). Loose-rigged, 2:1 jib system, internal spinnaker guys led under seats, clean foredeck-all lines internal. Gator trailer, motor mount, paddle, anchor, line, mooring and full cover. **\$1350** Located in Youngstown, OH. Contact Phil Moore (330) 702-0490 or (303) 398-7664, [phil@innismaggiore.com](mailto:phil@innismaggiore.com)

**FS 397** – Douglass, 1963. Functional redo 2001 w/all new halyard winches, halyards, lines and wires. Boom cover & vang. Hull painted. \$1200 Schurr sails used short season + 6 old sails in air bagged w/pole. Lifting table, SS mast sleeve, motor bracket, old Gator Trailer. **\$1000**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, [gregory@barsh.com](mailto:gregory@barsh.com).

**FS 708** – Douglass, 1965. Blue hull, white deck. Complete restoration and refinishing 2002. Like new! North sails, new galvanized trailer, Sailor's Tailor cover. Very good condition. **\$3000 obo**. Located in Lake Hopatcong, NJ. Contact Martin Mick at (973) 663-3544, [mdmick@optonline.net](mailto:mdmick@optonline.net).

**FS 920** – Douglass, 1966. Available for donation or give away, includes trailer. Good project boat. Located West Babylon, NY. Contact Dave Kennedy at (631) 661-0172, [ndk89@yahoo.com](mailto:ndk89@yahoo.com).

**FS 1546** – Customflex, 1970. Light blue hull, white deck. Pamco trailer. Main, jib, spinnaker. Sailor's Tailor cover. Motor mount. **\$1900**. Located in Dallas, TX. Contact David Boettger at (214) 235-7139, [boettger1@yahoo.com](mailto:boettger1@yahoo.com).

**FS 1721** – Lofland, 1970. Good condition. Sound hull, light blue/white, main and jib sails, trailer needs work. **\$3000**. Located in Northern CA. Contact Joyce Sinclair at (707) 786-4340, [jksicinski@humboldt1.com](mailto:jksicinski@humboldt1.com).

**FS 1750** – Douglass, 1970. Good condition, white hull and deck with green trim. One set of sails, spinnaker pole, lifting bridle, newer cover.

**\$1800 obo**. Located in Saratoga Lake, NY. Contact David Lockwood (518) 785-7729, [lockwood\\_david@hotmail.com](mailto:lockwood_david@hotmail.com)

**FS 2137** – Customflex, 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](mailto:bquake@earthlink.net)

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

**FS 2343** – Douglass, 1973. Light gray hull with white deck, cockpit cover, 2 sets of sails, 1973 sterling trailer, 4HP, Evinrude motor, fresh water sailed. **\$3500**. Located in Hawley, PA. Contact Ralph Miller (570) 226-0591, [ripmiller@netzero.com](mailto:ripmiller@netzero.com)

**FS 2362** – Douglass, 1970. Boat trailer. **\$2400**. Located near Austin, FL. Contact Ray Guse at (517) 410-8042.

**FS 2396** – Customflex, 1973. Rebuilt to Douglass standards at factory 07/2000. White on white. North main and jib used 1 season. Older sails and spinnaker. Great condition meticulously maintained. Garage stored. New mooring cover. Tilt trailer. **\$2900** Tohatsu 3.5hp available. Located in Toledo, OH. Contact Jeffrey Davis (419) 349-1258, [captaincrunch177@yahoo.com](mailto:captaincrunch177@yahoo.com)

**FS 2685** – Customflex, 1975. Light blue hull, white deck, two sets of numbered sails (J & M only), updated flotation '95, blue boom tent cockpit cover, boom crutch, Red 'Blue Moon' on transom with red pinstriping, reinforced rear deck and rebuilt center board trunk. Bunk trailer with keel rollers, No spinnaker. **\$1750**. Located in Broadview Heights, OH. Contact Mike See (440) 546-9273, [mdseefamily@cox.net](mailto:mdseefamily@cox.net).

**FS 3421** – Douglass, 1979. Two sets (M&J) North Sails, ditto one set Schurr Sails, 2 spinnakers, pole, lifting bridle, full boat cover, anchor ++++more. Boat w/trailer **\$4500**. Located in Pine Beach, NJ. Contact Robert Foster at (732) 349-0184, [caravela1500@hotmail.com](mailto:caravela1500@hotmail.com).

**FS 3427** – Customflex, 1979. Gray with white deck. 2 sets of sails, 2 spinnakers, 1 spinnaker pole, halyard, sheet and guy. Whisker pole. Mooring and storage covers. Motor mount. Pamco trailer. Lifting bridle. Anchor and line **\$3500**. Located in Century Club, Pymatuning Lake, Jamestown, PA. Contact Don Satava (440) 338-3987, [dsatava@aol.com](mailto:dsatava@aol.com).

**FS 3492** – Douglass, 1980. Very good condition, white hull, light blue deck, multi-blue pin stripe. One set of sails, spinnaker pole, lifting bridle, 1/2 HP Evinrude motor, paddle, anchor, misc. sterling trailer. Fresh water sailed. **\$4800** or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

**FS 3654** – Douglass built in 1982. Very fine condition, ivory hull and deck, red boot stripe. Dry sailed in fresh water only. Race ready, very competitive boat. Transom ladder and handle. North sails incl spinnaker. Excellent galvanized trailer. **\$4300**. Located in Madison, WI. Contact Bill Gillen (608) 222-6281, [wigillen@charter.net](mailto:wigillen@charter.net).

**FS 3713** – Light blue hull, cream deck. Race equipped, excellent condition. One set of sails, one set of sails - 1960s Tee-Nee trailer, top travel cover, tent cover. **\$4000 firm**. Located in Toms River, NJ. Contact John Applegate (732) 929-1362.

**FS 3724** – Douglass, 1984. Good condition. Blue hull with white deck. Two sets of Schurr Sails with 2 spinnakers and poles. Boat cover and trailer. Fresh water sailed. Asking **\$5000**. Located in Worcester, MA. Contact Marc Alkes at (508) 755-5763, [sales32@aol.com](mailto:sales32@aol.com).

**FS 3789** – Douglass, 1980. Includes relative to the set of sails, spinnaker and rigging, full boat cockpit cover, bottom painted every year; trail-

er needs some work. Call for price. Located in Duck, NC. Contact Jeff LoSopio (240) 472-1213, [losopio4242@yahoo.com](mailto:losopio4242@yahoo.com)

**FS 4048** – Douglass built in 1984. Ivory deck and hull, blue stripe, galvanized trailer with spare, 2 covers, 3 sets sails tight and loose rig, board shimmed, very fast boat! 1st 2005 NERD **\$6500** Located in Rumson, NJ. Contact Daniel Vought at (732) 530-9801.

**FS 4136** – Douglass built in 1986. Good to very good condition. Ivory hull and deck, two sets Schurr sails and two spinnakers with full cover. Race ready and always dry sailed. Tee-Nee trailer w/spare and newer tires and bearing buddies. **\$4500** Located in Youngstown, OH. Contact Keith Rober (330) 758-5337.

**FS 4225** – Douglass, 1986. Excellent condition. Schurr sails, always protected when not sailing. Boom tent, with extension. Tee-Nee galvanized trailer. Outboard motor mount, and one 1980s trailer. Item 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](mailto:rbbm@intrex.net).

**FS 4421** – Douglass, 1988. Cream with red boat stripe. Race ready. Three sets of sails, 1980s North Sails and two spinnakers. One year old Tee-Nee trailer boat cover. Tee-Nee Trailer. **\$6400**. Located in Toms River, NJ. Contact Paul Cocotos at (201) 944-1156.

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

**FS 4784** – Douglass, 1991. White with blue trim. Fresh water dry sailed. Sailors trailer cover. Main, jib and spinnaker. Tee-Nee custom built outboard motor and swim ladder. One of the mercury motor, excellent condition **\$5995**. Located Minneapolis, MN. Contact Tim Rollman (612) 414-4353, [tim@exceleng.net](mailto:tim@exceleng.net).

# NEW MEMBERS

## Of The Flying Scot® Sailing Association

Sorted By District, Fleet and Last Name

**CAPITOL DISTRICT**

**FS 1818/ Fleet #\*/ District 4**

Mikal Crawford  
214 Delano Avenue  
Frostburg MD 21532-1137

**FS 2777/ Fleet #\*/ District 4**

Bruce Koch  
4019 Hamlin Terrace  
Chester VA 23831

**FS 1714/ Fleet # 155/ District 4**

Michael Norvell  
209 Wexleigh Drive  
Richmond VA 23229

**FS 2121/ Fleet # 6/ District 4**

Kevin Shaw  
5114 Ft. Ellsworth Ct.  
Alexandria VA 22310

**FS 5474/ Fleet #\*/ District 4**

Reed B Wickner  
9010 Bradgrove Drive  
Bethesda MD 20817

**CAROLINA DISTRICT**

**FS D288/ Fleet #\*/ District 8**

Mark Aspland  
21305 Carina Lane  
Cornelius NC 28031

**FS 4857/ Fleet #48/ District 8**

Keith & Beth Hale  
416 Springdale Ave.  
Winston-Salem NC 27104

**FS D287/ Fleet #\*/ District 8**

Richard Jones  
109 Oxford Terrace  
Matthews NC 28104

**FS 3638/ Fleet #126/ District 8**

Fred Lupton  
5305 Sequoia Court  
Greensboro NC 27455

**GULF DISTRICT**

**FS 1263/ Fleet #\*/ District 16**

Jody Abrams  
1341 Georgia  
Shreveport LA 71104

**FS 4592/ Fleet #85/ District 16**

James Locke  
6057 Arbor Glen Drive  
Montgomery AL 36117

**FS 2346/ Fleet #36/ District 16**

Scott Wilson  
5661 Creekwood Circle  
Sarasota FL 34235

**\* Contact your District Governor  
for Fleet Assignments**

**MICHIGAN-ONTARIO DISTRICT**

**FS 5662/ Fleet #\*/ District 20**

Mark J. Kay  
1141 Hasenour  
Jasper IN 47546

**FS 4460/ Fleet #\*/ District 20**

David & Gail Thompson  
7411 Thrasher Lane  
Kalamazoo MI 49009

**MIDWESTERN DISTRICT**

**FS3373/ Fleet #\*/ District 24**

Peter Knorr  
15405 Wisteria Lane  
Spring Lake MI 49456

**NEW ENGLAND DISTRICT**

**FS 0290/ Fleet #\*/ District 28**

Peter Carignan  
64 Brentwood Road  
Cape Elizabeth ME 04107

**NEW YORK LAKES DISTRICT**

**FS 1554/ Fleet #\*/ District 29**

John McLaughlin  
1011 Maggie Road  
Newburgh NY 12550

**PRAIRIE DISTRICT**

**FS 2387/ Fleet #191/ District 40**

Dwight Bays  
15504 Arbuckle Heights  
Edmond OK 73103

**FS 1729/ Fleet #\*/ District 40**

David Bilodeau  
2011 Huntington  
Nichols Hills OK 73116

**FS 2183/ Fleet #191/ District 40**

Mike Bradshaw  
9725 N. Georgia  
Oklahoma City OK 73120

**TEXAS DISTRICT**

**FS 1595/ Fleet #\*/ District 41**

Glen Wise  
5716 Chelsea Circle  
Bryan TX 77802

**FS 0335/ Fleet #\*/ District 41**

Jeff Greenwood  
10324 Country Club Road 2466  
Terrell TX 75160

**FLORIDA DISTRICT**

**FS 5446/ Fleet #\*/ District 43**

Jerry Brinton  
1075 Dyson Drive  
Winter Springs FL 32708

**FS D289/ Fleet #\*/ District 43**

Roy Burnett  
408 S. Arrawana Ave. C-4  
Tampa FL 33606

**FS 5675/ Fleet #90/ District 43**

Edmund M. Fry  
842 Palermo Avenue  
Coral Gables FL 33134

**FS 4318/ Fleet #168/ District 43**

Andy Heyward  
123 Hickory Creek Drive  
Brandon FL 33511

**FS 5672/ Fleet #\*/ District 43**

Philip Messier  
3401 Toledo Street  
Coral Gables FL 33134

### Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at <b>NO UPCHARGE</b>	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



[www.sailorstailor.com](http://www.sailorstailor.com) (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:  
**FREE** How to Choose the Right Style One-Design Sailboat Cover  
**FREE** Poly Army Duck and Acrylic fabric samples.  
**FREE** Diagram of what correct seams and hems look like.

Skirted Mooring Cover above. We also make "Mooring" without skirt, Trailing-Mooring, Mast, T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

Comprehensive Website [www.sailorstailor.com](http://www.sailorstailor.com)



### The Sailors' Tailor, Inc.

Tel. 1-800-800-6050  
 1480 W. Spring Valley-Paintersville Rd.  
 Spring Valley, Ohio 45370

**SCHURR**  
**SAILS**  
PENSACOLA

490 South L Street  
Pensacola, Florida 32501  
850-438-9354 fax 850-438-8711  
loft@schurrsails.com

[www.schurrsails.com](http://www.schurrsails.com)

### 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**

*Join Today!*



*Your Passport to  
Great Sailing...*  
**An FSSA Membership**

800-445-8629

Fax: 803-765-0860 • Email: [info@fssa.com](mailto:info@fssa.com)

FSSA Headquarters:

One Windsor Cove, Suite 305 • Columbia, SC 29223

Flying Scot® Sailing Association  
One Windsor Cove, Suite 305  
Columbia, SC 29223

Address Service Requested

Periodical  
Postage  
**PAID**  
Columbia, SC  
29201

## District Governors

### CAPITOL DISTRICT

Johannes (Hans) Noordanus  
PO Box 1371  
Lake of the Woods, VA 22508  
(540) 846-1605  
[hans.noordanus@lowsc.org](mailto:hans.noordanus@lowsc.org)

### CAROLINAS DISTRICT

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

### FLORIDA DISTRICT

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

### GREATER NY DISTRICT

John Cooke  
One White Oak Drive  
Danbury, CT 06810  
(203) 792-6919  
[jcooke@trianglepackage.com](mailto:jcooke@trianglepackage.com)

### GULF DISTRICT

Larry Taggart  
5809 Memphis Street  
New Orleans, LA 70124  
(504) 482-7358  
[taggline@usa.net](mailto:taggline@usa.net)

### MICHIGAN-ONTARIO DISTRICT

Michael Ehnis  
3155 Hudson Street  
Dexter, MI 48130-1309  
(734) 424-2042  
[michaehenis@yahoo.com](mailto:michaehenis@yahoo.com)

### MIDWESTERN DISTRICT

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

### NEW ENGLAND DISTRICT

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

### NY LAKES DISTRICT

Ann Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
[pseidma1@nycap.rr.com](mailto:pseidma1@nycap.rr.com)

### OHIO DISTRICT

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

### PACIFIC DISTRICT

Ken Nelson  
3082 W. 15th Ave.  
Kennewick, WA 99338  
(509) 585-4252  
[greblach@netscape.net](mailto:greblach@netscape.net)

### PRAIRIE DISTRICT

James W. Calvert  
1230 West Street  
Emporia, KS 66801  
(620) 342-7104  
[fs1475@osprey.net](mailto:fs1475@osprey.net)

### TEXAS DISTRICT

Greta Mittman  
3313 Ridgedale Drive  
Garland, TX 75041-4512  
(972) 926-4884  
[gretamittman@yahoo.com](mailto:gretamittman@yahoo.com)