

Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 46 NUMBER 2 2002

Texas District Highlights



North Customers Celebrate The New Millenium With A Sweep!



Photo by Bill Hillman



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North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (*left*). Harry and Jimmy Carpenter (*right*) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making *us* look good!

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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. 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 the ASCII Text Format

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On the cover: Sailing on White Rock Lake, Texas; photo by Frank Richards.



From the President

by Jim Harris, FS 4296

We were much saddened to hear that Bob MacKenzie passed away on January 24, 2002. Our condolences to his wife, Norma, and their two daughters, Trish and Alison. Although he gave up Scot sailing a few years ago, Bob will be missed by all of us who knew him as a gentleman, a sportsman and a fine racer.

Bob and Norma were very active on the regatta circuit. They were frequent competitors at the Mid-Winters, the NAC's and at Carlyle. Bob held several FSSA offices and was active with his home fleet near Muncie, Indiana. Here are a few of my favorite memories of Bob.

In the early '70's, at Carlyle's Whale of a Sail, about 40 Scots and Lightnings were in a single start. Bob capsized before the start but calmly bounced on his centerboard while keeping his eye on his watch. He righted the boat with one

minute to go, got the start and was in the lead at the first mark – when a Lightning



Bob and Norma MacKenzie sailing FS 2865

(on port) collided with him and snapped his forestay! However, not a bad word from Bob.

The next year I was sailing in the Egyptian Cup at Crab Orchard Lake with my daughter. Bob and Norma had done well in the first race and we met up with them on the first beat of the second race. We were still beginners but somehow we were ahead. I then proceeded to tack several times in their wind. Bob said nothing but Norma voiced her feelings in no uncertain terms. We quickly tacked away. Lesson #1: Don't cover on the first beat, even accidentally.

I will always remember Bob crewing for Don Pell at the Mid-Winters. Don would show up with his old boat -- he sailed it once a year I believe -- and he and Bob would work feverishly all day to put the boat together. They denied using nails, but there was a lot of hammering.

Bob was a fun loving sailor, a devoted husband and father, and a real gentleman. We in the Flying Scot family will miss him.

Robert P. MacKenzie, 76

Robert P. MacKenzie, 76, died at his residence in Muncie. He was born in Evansville, the son of Dr. Pierce and Dorothy Hardigg MacKenzie and graduated from Bosse High School. He attended the University of Chicago, received his degree in Chemistry from Indiana University, his degree in engineering from Purdue University and his MBA from Ball State University.

Mr. MacKenzie was a metallurgical engineer for Delco Battery for 35 years prior to his retirement in 1986.

He was a member and elder of First Presbyterian Church, Muncie Kiwanis Club, Muncie Elks Lodge, Muncie Sailing Club and was a great friend and officer of the Flying Scot Sailing Association.

Surviving are his wife, Norma, to whom he had been married 45 years; two daughters, Trish White and Alison MacKenzie; two granddaughters, Hayley and Olivia White; his sister, Marcia deLorimier and his brother, Tom MacKenzie.

Memorials may be sent to The Community Foundation of Muncie and Delaware County Inc., or to the charity of the donor's choice.

Paul Moore Remembers Bob

It's hard to remember when or where I first met Bob. It was at some regatta, probably the Egyptian Cup at Carbondale, IL. Bob and I were at several of the Flying Scot regattas during those years. Bob was an outstanding sailor and very competitive and knew how to race his Scot.

I'll always remember one NAC years ago when Bob got a little close to me at mark rounding and I chose to protest. It was very windy so Bob sailed to the lee of some land, did his turns, sailed to the next mark and rounded five or six boat lengths ahead of me.

Bob, Norma, Trish and Allison met my family and me at many regattas. At Hamilton, ONT, Canada, my son Paul III crewed for Bob. That was a great NAC and we had great fun.; I don't remember the results but do remember almost getting run over by a Canadian Coast Guard cutter in the fog.

Bob served several years as an officer of FSSA. He was Treasurer while I was President. Bob tracked every penny we got or spent.

I can't believe Bob is no longer with us. He was a good friend to me and to all he met. I miss him!

What's So Great About the Flying Scot MidWinters?

by Scott Mauney, Texas District Governor

**We came,
We sailed,
We had a great time...**

This was my last thought as my wife, Natalie and I left the parking lot of St. Andrews Bay Yacht Club in Panama City, Florida.

There is no way to describe the feeling you get driving into Panama City looking out over the bay at night seeing the water by the light of the moon and thinking I can win this; Flash! - Then the car in front of you with a boat behind it slows down for a red light and you almost crunch a two-year-old Flying Scot from behind. I don't want to win it like that. A sense of sportsmanship, that's what is so great!

What's so great about this regatta? Location, Location, Location!

This leads me to answer a serious question I hear from sailors all the time. Why do the Flying Scot MidWinters always start in the middle of the week? Or, why can't this regatta be held on a Friday, Saturday and Sunday schedule? Well, let's assume some sailors must travel two days to the regatta and two days to get home. You still end up with the same problem. When you move the regatta to a long weekend your really advertising the regatta as a glorified regional event. Besides, for many families this is more than a regatta, it's a vacation as well. That's what is so great!

In the world of Flying Scot sailing I consider this the super bowl. This regatta is always held at St. Andrews sometime mid March or the first week of April. There is a mixture of mostly warm sea-breeze days with, every so often, cool northerly days. Basically you get all wind

conditions imaginable mixed with mild gulf tides and strong river current. Together this makes for some challenging conditions for both the racers as well as the race committee.

That's what is so great!

Hunt's is the real reason we go to this regatta. They serve oysters: You can have them raw; You can have them with melted

After the first day of racing (2001) we finally had the boats put away and here comes Jerry and Sunshine Hartman with drinks that taste a lot like lemonade (afternoon blend they called it) for everyone. After drinking 3 (2 regular and 1 penalty shot for talking) my back felt a whole lot mo-better, **I guarantee**. That evening there was a pig roast at the club.

Refreshments served before you can get out of your foul weather gear. That's what is so great!

Natalie and Mike Mikeska made it all happen for us in 2001. Their teamwork on our boat was seamless. This was the first time we had raced together. Natalie had been working out with a personal trainer since the beginning of January and Mike runs around White Rock Lake to stay in shape. This really paid off over the course of three days. Putting the right team together really helped and the result was a 3rd in the Championship Fleet. Thank you Natalie and Mike for doing a great job and keeping me focused. A total team effort, that's what is so great!

Fleet 23 left it's mark and no one got hurt. Natalie and I've been to this regatta for the last five years and every year we look at each other, at the end of the regatta, and say some day we're going to retire here. That's what is so great!

Four boats represented Fleet 23. The teams were Kelly Gough and Jeff Grennan, Pat Mannicchia and Jeff Perna, Frank Richards, Bruce Faust, and Bob Vickery, and Natalie, Mike Mikeska and myself. Traveling with your friends. That's what is so great!

We really love seeing everyone at St. Andrews Bay Yacht Club. That's what is really so great!



*Scott Mauney, Texas District Governor
sailing at the Midwinters*

cheese and a jalapeno; You can have them with melted Kraft Parmesan Cheese; You can have them with melted butter and pepper; You can have them with red sauce; You can have them with green sauce; You can have them served with a smile; You can have them served with an attitude. They do serve other stuff like really cold beer. That's what is so great!

The Scent of.... A New Flying Scot!

by Ralph "Red Dog" Jones

The scent of a new Flying Scot is, well, intoxicating. Not that one has to be intoxicated to buy a new Scot, nor that one indeed does get intoxicated from the smell of new fiberglass, but the overall exuberance of new ownership is exhilarating. For those of us that are mechanically challenged, not knowing which end of a screwdriver to use (the tool kind, not the drink kind), the receipt of a new boat is a rush because you get to chose your options on rigging, color, lines, trailer, sails, etc and the boat is ready to go. No fear of drilling the wrong hole in the wrong place, no fear of bad placement of integral parts and no fear of damaging the boat. A new Flying Scot, having just bought my first brand new one, is a real high.

My third Flying Scot is my first brand new one. In fact it is my first brand new, out of the mold sailboat, having owned three M20s, two Flying Scots and an assortment of other boats. In a new boat there is a new feeling and pride that

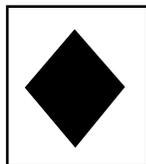
simply does not exist in a used boat. When the opportunity came up for several of the old salts at the Corinthian Sailing Club on White Rock Lake to buy new boats, even though two of the sailors were almost always winning in their older boats, we all jumped at the opportunity. Plus, we got a sailor who had been out of racing and sailing for a few years to get a new boat and voila, we now had four new boats on order for three active and one rejuvenated sailor. Even when the tragic events of September 11 occurred, we all kept our orders going, you know to support the economy! They arrived in October, right before our annual Open House Regatta. Anyone interested in this regatta can get information from our website at www.cscsailing.org. Come on down to Texas in October. The wind is fresh and full and the temperatures are great.

When considering the new boats, we also knew that we would be building a stronger fleet on our local lake. We also knew that we would be supporting one of

the best one-design boat builders in America. Simply put, Harry Carpenter makes a great boat. He is also easy to deal with in the layout and design of the boat. Buying a new Scot helps our strong one-design national fleet. Going from 808 to 4317 to 5417 makes me proud of our strong national presence. We also are able to help build local fleet competition by making competitive boats available to new and rejuvenated sailors. With 15-20 boats on the line each Sunday for our local races, we have great fun and great competition. Join us if ever in Dallas, Texas.

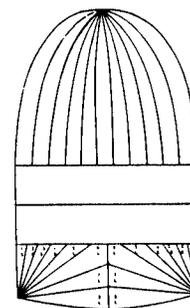
All in all, we in Big D are pleased with the new boats just recently obtained as well as a number of new boats that have come to our lake in the last couple of years. They may not be any faster than a well kept older boat, but they sure are pretty and hey, it just makes a sailor feel better!! Whatever you do, come and support one of the country's strongest one-design fleets.

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Sailing in Downtown Dallas, Texas

by Frank Richards

The Corinthian Sailing Club is the home of Flying Scot Fleet 23 and is located on White Rock Lake, a small lake just ten minutes from downtown Dallas that provides great year-round, one-design sailing. This little oasis resulted from Dallas' turn of the century growth explosion (the population topped 90,000 in 1910) and a drought, which plagued the city from 1909 - 1912. The drought was so severe that the city turned off the water and delivered water by horse-drawn wagon. A dam was completed on White Rock Creek in 1912 to ensure a continuing supply of water in the future.

White Rock Lake is a small 1,015 acre city lake surrounded by a park which offers a wide variety of activities, including: hike and bike trails, a Cultural Center, Audubon Society-designated bird watching areas, and the Dallas Arboretum. Whether you come to fish, walk, run, picnic, sightsee, bird watch, paddle or sail, the lake provides a respite for man and animal alike. The lake is home to 33 types of mammals and 217 species of birds. With patience, one might see rabbits, skunks, minks, swans, pelicans, red foxes, sea gulls, bobcats, egrets, and all kinds of ducks. Areas around the lake have been designated an urban wildlife preserves.

The lake's first sailboat race was held on Labor Day in 1926 with four boats participating. The Corinthian Sailing Club opened in 1928 as the lake's first sailing club. There are some interesting stories from the early years. One of my favorites goes something like - the club Commodore was transferred to New York in 1935 and a large farewell party was given in his honor. That night the clubhouse burned down. Another was built with a large fireplace. When he returned from New York two years later, a welcome home party was given. That night the



Corinthian Sailing Club Pier circa 1930

second clubhouse burned down. Maybe this is the reason we have somewhat Spartan facilities today.

The Corinthian Sailing Club is an all-volunteer sailing club - no dining room, no bar, no paid staff - with 280 members. We have over 200 sailboats of which 90 plus are Scots. Sailing is mostly one-design and we have an active race program. Besides Flying Scots, active fleets include Lightnings, Snipes, Lasers and Butterflies. We sail and race year-round. It is not unusual to have 15 to 25 boats on the line in January and twice that in the spring and fall. A local lake regatta last fall drew 84 entrants in 8 classes including 18 Scots. Oh, but August can get pretty hot and the wind dies!

The club has active junior and adult educational programs. Summer sailing camps are held for the juniors. There are lessons for the adults, which are taught in the Flying Scot. A women's racing program was started to help women develop their racing skills. As a result of this program, CSC women made it to the Adams Cup Area F finals in 1998 and 2001 and to the national regatta in 1999.

The Corinthian Sailing Club has a long tradition of excellence in race management. The US Sailing National Team Racing Championship was hosted on the lake and the club received the St. Petersburg Yacht Club Trophy for excellence in race management that year. We also hosted the Flying Scot Nationals (held on a larger Dallas lake - Ray Hubbard) and the Wife Husband Regatta. Now the latter was an experience as a squall line moved through the racecourse with 60-knot winds, but that's



*Corinthian Sailing Club Today
(Photo by Chris Dukeminier)*

Continued on page 8

another story if you did not catch it on CNN.

Our local sailors are a competitive lot who have honed their skills in excellent weekly races. This competitive spirit has brought a number of new Scots to the lake over the last few years. Fleet 23 is usually well represented at the Nationals and Midwinters and its members have returned home with their share of the silver. Kelly Gough won the Championship of Champions and placed second in the Mallory Cup. Both were held in Flying Scots!

We have a great regional Flying Scot regatta, the Open House, each fall. There will always be forty plus boats on the line. We usually pull in a few sailors from outside the region including Harry Carpenter, Doc Bellows, Sunshine and Jerry Hartman, and Graham Hall in recent years. This may not be the Glow, but hospitality is the byword. Please come join us.

Not too bad for a little sailing club on a small inner city lake. If you would like to know more, check us out at www.cscsailing.org.

SUNDAY RACES



You Against the Race Course

by Bill Draheim

In the 30 or so years that I've raced sailboats my successes have come in a wide variety of boats and I attribute my versatility to some things I learned from another multi-class champion, Bruce Goldsmith. Bruce was possibly the single most talented one-design sailor in the country during his peak racing days and offered to me what I consider a sound approach to sailboat racing. The underlying goal is to beat the racecourse, not your competitors.

Head into a race realizing others on the course have as much talent as you and they will be spending the entire race going as fast and being as smart as possible. This being true rules out a number of moves so often seen on the course. For example, you will lose ground on the racecourse if you luff boats off wind or pinch boats to weather of you after the start or after a leebow tack. Remember, while you're luffing above course or pinching and going slow, others with equal talent to you are going straight and fast! The "Rock Stars" really don't make the boats go much faster than the good weekend sailor, which is so often evident by the close proximity of boats at the first weather mark. How often do you hear at the beer keg after a race, "I was right next to Eventual Winner going up the first beat". Well, Eventual Winner got around the first mark along with a couple of other disciplined sailors just ahead of the pack and his or her group sailed smart, staying off of each other's wind and pointing at the next mark. The pack just behind was not so disciplined, each taking turns at trying to steal each others wind but having little success. By the time everyone realized the boat in front of them was just as smart as they were, and capable of defending their position, the only course left to the jibe mark was sailing slow dead down wind. Virtually the same scenario

for this group developed on the second downwind leg. By the time Eventual Winner and his or her smart buddies got to the leeward mark, they were 200 yards ahead of the pack and the race was over for the chasers. Why? The chasers refused to point their boats at the marks. This is the most misunderstood concept of off wind racing! Sometimes it's not that you think you can blow over the top of the boat in front, it's that you feel that you're going faster and will hit them if you don't go above. Generally you're bringing breeze with you as you approach the boat ahead. Eventually this boat will get the breeze, their speed will increase and will

The underlying goal is to beat the racecourse, not your competitors.

stay ahead. Even if you get to the point where you can touch this boat, your smart course is to go below, this puts you working on getting inside at the jibe mark. On the second reach, going below the boat ahead won't put you inside at the leeward mark but does allow both boats to point at the mark. Remember, when sailing off wind and in close proximity to another boat, he or she is as smart as you and will not let you roll over the top.

Upwind it is also possible to lose distance to the racecourse if you get overly concerned about beating other boats. Sailboat racing is not like car racing, you don't pick off boats one at a time, you sail as smart and as fast as possible all the time, never slowing down to mess with nearby boats! Possibly more important than sailing fast upwind is sailing smart (going the right way). The following situation happens at every regatta, but never should. For example,

you are on starboard tack because you are on the lifted tack and going the correct direction; a port tack boat can't quite cross you so you must make a decision. You could either yell "starboard" or allow this boat to cross ahead of you. If you yell "starboard" this boat will tack in a leebow position and affect your air, eventually you will have to tack away. If you make a slight duck and allow this boat to cross, you will continue on the lifted tack and head the direction you wish to go. Remember, whether on port or starboard, you have made your decision because it is the direction you want to go. Don't let other boats inadvertently influence your choice. Too often going upwind, I also come up against the world's greatest pincher. It is tempting to try to out point boats around you letting them know you possess the skill of ultra high grove sailing. Again, the problem with this game of temporary pinching results in a net loss for the boats forced into the game. Somewhere else on the racecourse someone with equal talent to you is going at full speed in the direction they want, and making gains on the racecourse!

In conclusion, do your best to race Mother Nature around the racecourse and use other boats on the course simply as gauges to check your speed and as indicators of what the velocity and direction of wind is doing around you. Not only will racing against the course improve your results, but also reduce your trips to the protest room making the race more fun for everyone. I have had the pleasure of racing with many of this country's great racers and they seem to have a number of things in common, the most important one being they rarely end up in the protest room. This leaves more time to soak up knowledge at the post race beer drinking and lie telling sessions! Good luck and beat the course next time out.

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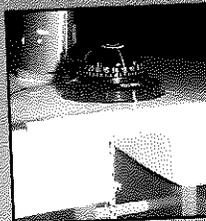
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Aquameter Sailor II Compass & Mount...

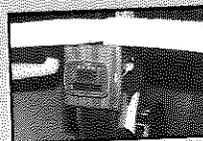
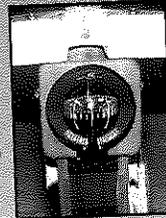
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$70.00

Plastimo Contest Tactical Compass & Mount...

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

\$230.00



Tacktick Class Compass & Mount...

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\$137.90



Rudder Lift System...

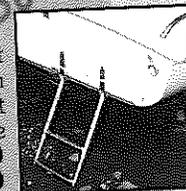
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.

\$81.00

Swim Ladder...

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

\$110.00
Grab Rail **\$21.00**



Mainsail Flotation...

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

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Flying Scots in Texas

by Michael Mittman

Fortunately, we Flying Scot sailors of Fleet 23 are blessed here in Texas. With average wind speeds of 12-15 knots, a lake limited to sailboats only, and for the most part, fair weather year round, who could ask for more? Just add a great group of Flying Scot sailors from around Texas and the south and...Voila!...you've got a sailor's paradise right in the middle of, well...Dallas, Texas.

While the brunt of the Texas district members are from our modest lake here in Dallas, there are other great sailors around the district that only add to things. The San Antonio fleet with their "Must Attend" Wursthfest Regatta, the kind folks in Wichita Falls, Amarillo, and Houston that trailer to Dallas for our Flying Scot Open House Regatta (nearly 50 Scots at the last one), and an espe-

cially huge thank you to everyone that has come in to sail from Arkansas, Oklahoma, Illinois, Maryland (Harry Carpenter) and especially, Florida. Steve "Doc" Bellows has been especially supportive of Texas, sailing at nearly every Flying Scot Open House regatta I can think of - thanks Doc!

So you ask, where am I going with this article?...good question. I am thinking back over the years as to what makes a Flying Scot so great. The people, the Flying Scot boat builder, local dealer and their excellent support, or is it the Flying Scot sailboat itself? The answer of course, is "all of the above". "Why", should be the question.

Thinking back on my brief 25 years of sailing experience, the Flying Scot is truly unique. The Scot can be raced at all levels, thanks to class rules maintaining

consistency, is easy to handle for the beginner and advanced (don't believe the stories about me capsizing - all urban myth), and truly makes for a great day sailor. With the Flying Scot, there is no need to start searching for a new boat that will meet any change that might come in life. I have been sailing Scots as a single guy, married, and now with a daughter. In fact, on White Rock Lake, in Dallas, there are many sailors who are competitive racers that now sail with families aboard.

Flying Scot sailors around Texas enjoy racing and day sailing the Flying Scot, the stable class association and fun regattas; the perfect combination for a good time no matter what your age. Even our 18 month old daughter likes to take the helm of our Scot during a race.

2001 Texas District Regatta Results

Flying Scot Open House Regatta October 27 & 28, 2001

Championship Division

1	Kelly Gough	8
2	Scott Mauney	25
3	Bill Draheim	28
4	David Mendelblatt	35
5	Richard Wade	36
6	Progelhof	45
7	Dieball	50
8	Elam	50
9	J. Perna	52
10	Tom Miller	55
11	Michael Mittman	56
12	Smith	60
13	Manicchia	62
14	Comen	72
15	Heck	78

Challenger Division

1	A. Jones	10
2	Aber	13
3	Diggins	16
4	Tole	22
5	Harrington	27
6	Adrian	27
7	Watkins	36
8	Denison	36
9	Justus	47
10	Kenworthy	49

Wursthfest Regatta Lake Canyon Yacht Club November 3 & 4, 2001

1	Scott Mauney	7
2	David Mendelblatt	10
3	Richard Wade	18
4	Tom Miller	20
5	Ralph "Red Dog" Jones	26
6	Phil Morris	37
7	Frank Richards	40
8	Bill McVey	40
9	Michael Mittman	47
10	Chris Christian	48

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The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

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Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

For more information call Steve Bellows, your Flying Scot Sailmaker

Name _____ Phone _____ Sail # _____

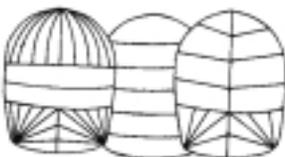
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; White

<input type="checkbox"/> Mainsail	\$710	<input type="checkbox"/> Jib Radials	\$40	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Radials	\$100	<input type="checkbox"/> Jib Window	\$20	<input type="checkbox"/> Spinnaker Turtle	\$15
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<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$510	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$300	<input type="checkbox"/> Spinnaker-Biradial	\$510	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

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

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Red	



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2002 Registration Wife-Husband Regatta June 15 & 16

Delavan Lake is located in Southern Wisconsin, approximately an hour north of Chicago. For directions and more information about Delavan Lake Yacht Club, check out the website: www.dlyc.com

HIGHLIGHTS

- On water sailing seminar with Greg Fisher
- Large open parking lot, ample parking
- Trailer or electric hoist launch
- Hand-crafted trophies 10 each division
- Boats available to charter
- Childcare available

CONTACTS

Frank Gerry
630-466-1161; fgerry@mc.net OR
Jack McClurkin
847-991-8092; jmclurkin@aol.com

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Big Foot Beach State Park
1452 Wells St., Lake Geneva
888-947-2757

Motels
Super 8 Motel
800-800-8000
518 Borg Rd. Delavan

Royal Inlet
62-728-9399
5560 Highway 50, Delavan

SCHEDULE

FRIDAY

- 2-5 pm Greg Fisher North Sailing Seminar on the water
- 5-7 pm Early registration
- 6-9 pm Club fish fry and beverages available

SATURDAY

- 8-10 am Continental breakfast
- 8-11 am Registration
- 11:30 am Skipper's meeting
- 12 noon Lunch
- 12:30 pm Half hour gun
- 1:00 pm Race #1
Race #2 to follow
- 5:30 pm Social hour
- 6:30 pm Dinner and Evening activities

SUNDAY

- 8am Continental breakfast
- 9am Half hour gun
- 9:30 Race #3
- 12:00 Lunch and trophies

2002 FLYING SCOT WIFE/HUSBAND CHAMPIONSHIP REGISTRATION

Wife _____ Husband _____

Club _____ Fleet # _____ Boat # _____

Address _____

Phone _____ E-mail _____

Check the division you prefer: Championship Challenger

Registration fee: USSA member \$60.00
 Non USSA member \$65.00

Mail to Larry Goebel
8 Robin Crest Rd. • Hawthorn Woods, IL 60047

Tight Rig Setup

by Dave Batchelor, FS 2324

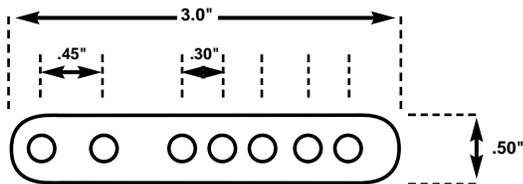
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



Step 2: Rake Control

The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

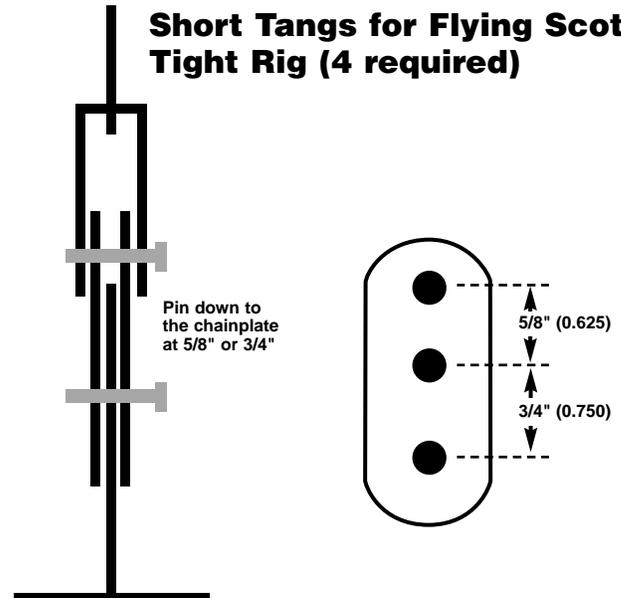
Step 3: Re-Measurement

You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

Short Tangs for Flying Scot Tight Rig (4 required)



Tabernacle Bracket Installation

For Plastismo PL21162

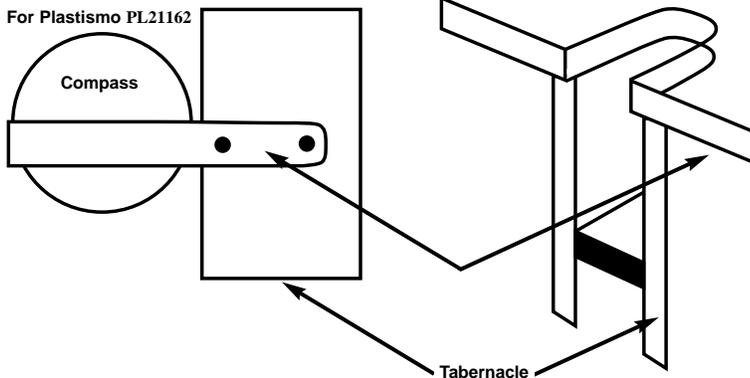


Photo courtesy of Dave Batchelor

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2002 Midwinter Results

by Forest Rogers

The Flying Scot Midwinter Regatta was hosted by St. Andrews Bay Yacht Club, Panama City FL. The Championship Division was won by Kelly Gough, his 5th win in 12 years. The Challenger division was won by Ralph "Red Dog" Jones.

This year was the 30th anniversary for St. Andrews Bay Yacht Club hosting this event. At the opening ceremonies the sailors were greeted by bagpipes and the raising of the Stars & Stripes accompanied by a moment of silence. The ceremony was impressive and moving.

The weather could not have been better with three days of 70 to 80 degree temperatures and winds of 10 to 18 knots. The race committee's work was great with square starting lines and no

unnecessary delays between races, GREAT JOB JOHN MORROW AND CREW! The first two days the wind was out of the south at about 10 knots and for some reason, with all of St. Andrews Bay to work with, the race course was set to the extreme left side, which meant that the left side was heavily favored. If you were late in getting to the lay line, like me, all you saw were transoms and bad air with Red Fish Point and Tyndall AFB immediately left of the lay line. There was no way to recover.

The third day we were greeted with 18 knot winds and an excellent race course with nothing but water and clear air.

This being the 30th year anniversary St. Andrews Bay Yacht Club gave recognition awards to members of the yacht club

for their hard work, but, somehow the boat builder, Flying Scot Inc. was overlooked, I am sure by accident.

This year Flying Scot Inc. will celebrate their 45th year of building a quality boat. Hats off to the Carpenters' and their crew!

At the awards dinner, trophies were awarded to the first seven places in the Championship and Challenger division. Complete results follow.

On a more positive than personal note, this was my granddaughter, Courtney Dunham's, first visit to the Midwinters and her first sail boat ride in a Flying Scot.

She seemed so excited about the sailboat ride, so hopefully she will become a future sailor. Grandma Rodgers also enjoyed her week taking care of Courtney.

2002 Midwinter Championship Division Winners



Championship Division

PLACE	SKIPPER	CREW	SAIL#	RACE1	RACE2	RACE3	RACE4	RACE5	RACE6	TOTAL
1	Kelly Gough	Jeff Grennan	5454	1	3	1	2	4	4	15
2	Benz Faget	David Zahn, Sadie Schreen	GYA101	3	7	4	3	2	3	22
3	Greg Fisher	JoAnn Jones, Skip Dieball	5391	14	4	2	1	5	2	28
4	Graham Hall	Chris Smith, Mike Romeo	4945	5	1	3	8	10	6	33
5	John Dane	Holi Bingle, Brian Harrison	36	9	12	9	5	1	1	37
6	Robert Schmidt	Sam Walker, Ann Walker	51	6	6	5	7	7	17	48
7	Ira Cohen	Brian Hayes	5252	4	2	6	10	22	5	49
8	Scott Mauney	Natalie Mauney, Kai Kunnapaps	5346	8	19	8	4	6	7	52
9	Harry Carpenter	Bill Dunham, Melanie Dunham	5419	7	11	16	6	3	10	53
11	Zane Yoder	Clinton Bolton, Kriss Ridgeway	81	10	2	7	12	15	12	58
12	Joshua Goldman	Mettes Derico, Tesse Vogeison	5171	20	9	10	11	12	13	75
13	Ralph Coffill	Anthony DiResta	4814	16	14	15	13	16	14	88
14	Daniel Neff	Christine Neff, Ben Luslely	2929	29	8	12	14	18	9	90
15	Glenn Shaffer	Jim Worth	5213	12	13	13	29	19	15	101
16	Paul Lee	Denise Lee, Thom Lee	DYC13	26	15	23	21	8	11	104
17	Jim Cavanagh	Ben Pierce, Peter Beam	6	22	29	17	18	11	8	105
18	Bill Ewing	Eileen Ewing, Tom Pinkel	5246	2	10	20	9	32	32	105
19	Doug Sanson	Steve Teague, Nick Dees	4104	18	27	22	15	9	16	107
20	Peter Christian	Scott Christian	GYA50	11	20	19	27	8	32	117
21	Christopher Danilek	Dan Weidenhoft, Lynn Raymond	3913	21	25	24	17	13	18	118
22	Charlie Fowler	David Holland	5126	17	16	28	19	24	20	124
23	Joseph Thorpe	Kevin Thorpe	4104	27	26	11	16	25	21	126
24	Ed Bayer	Fred Blackmer	14	28	24	18	26	14	19	129
25	Forest Rogers	Brad Glance	5230	23	22	21	20	20	32	138
26	Bernie Knight	Jonathan Fleege, Bob Fleege	4115	19	21	31	22	17	32	142
27	Patrick Glazier	Sean Glazier, John Eilers	5322	25	17	14	23	32	32	143
28	Fred Meno	Debbie Hoagland	5180	15	28	25	31	23	22	144
29	Jim Bissell	Jeff Penfield	5399	13	18	29	30	27	32	149
30	John Brown	Terry Brown	5290	31	23	30	24	21	23	152
31	Stephen Berglund	Dan Ioli	5359	24	31	26	28	262	4	159
32	Pat Mannicchia	Jeff Pema, Susan Justus	5060	30	30	27	32	32	32	183

Challenger Division

PLACE	SKIPPER	CREW	SAIL#	RACE1	RACE2	RACE3	RACE4	RACE5	RACE6	TOTAL
1	Ralph Jones	Rick Swazey, Roland Foerster	5417	11	3	5	1	1	2	23
2	Dick Schultz	Martin Haber	1885	2	1	2	6	7	13	31
3	David Jacobsen	John Cooke, Robyn Cavanagh	4937	9	14	4	2	4	1	34
4	Frank Richards	Bruce Faust, Bob Vickery	4493	6	16	1	4	2	5	34
5	Fred Myers	Terri Swift, Maura Cavanagh	4302	3	4	22	5	3	4	41
6	Richard Banning	Jack Leipper, Todd Banning	4994	10	8	8	3	8	7	44
7	Ed Summerfield	Herb Lindsay	4736	7	11	3	7	11	9	48
8	James Leggette	Mike Funk	1518	1	7	12	8	13	8	49
9	Billy Mason	Mike Demick, Mike Wright	GYA68	12	2	9	18	5	3	49
11	Chuck Howting	Libby Howting, Collin Vernon	3013	5	12	7	14	12	18	68
12	Tom Clark	Stewart Colfield	3689	14	5	11	10	20	12	72
13	Ray Folio	Cathy Worth	4930	4	9	6	13	22	22	76
14	Mark Van Egeran	Mike Van Egeran	4821	17	10	14	9	101	6	76
15	Robert Scott	Bob McNamara	4047	19	15	13	15	14	6	82
16	Jery Lane	Gene Lane	4088	8	6	19	16	181	9	86
17	Joe Van Denburg	Wayne Miller	3114	18	20	10	11	17	11	87
18	Pete Sylvester	Chris Sylvester, Erin Sylvester	4738	15	18	20	19	6	10	88
19	Mark Riefenhauser	Mather Orr	4735	13	19	15	12	16	14	89
20	Gary Nackman	Chet Ensign	4478	16	17	16	20	19	17	105
21	Kenny Valentine	Ray Trask	4247	20	13	18	17	192	2	109
22	David Osler	James Osler, Paul Tabley	5217	21	21	21	25	9	15	112



Midwinter Challenger Division Winners

SCOTS'N WATER DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
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A **NEW MIDWEST SAILING FLYING SCOT** is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Sailing's** one year warranty. Call us today for our current listings.

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2002 Lake of the Woods Spring Invitational

April 27, 2002
Locust Grove, VA

For more information, contact Jimmy Lee at
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2002 Chattanooga Choo Choo Classic Regatta

April 27 & 28, 2002
Privateer Yacht Club
Chattanooga, TN

For more information, contact Bill Robertson
(423) 870-8334, fs50751@home.com or Doug
Spohn at (423) 622-8389, dbspohn@
worldnet.att.net

26th Annual Great 48 Regatta

May 4 & 5, 2002
Lake Norman Yacht Club
 Mooresville, NC

For more information, contact Jake Barnhardt
at (704) 664-5086 or write at 129 Gainswood
Drive, Mooresville, NC 28117. Pre-registra-
tion discounts prior to April 1, 2002.

One Day Regatta

May 11, 2002
NY Maritime Academy, NY

Graham Hall will be having a one day regatta
if there is enough interest. His home and
waterfront phone is (718) 409-6121 or email,
maritimesailing@juno.com

Volvo Leukimia Cup Regatta

May 17 & 19, 2002
Dallas Corinthian Yacht Club
Lake Lewisville, TX

For more information go to www.dcy.org.

Buckeye Regatta

May 18 & 19, 2002
Hoover Yacht Club
Westerville, OH

For more information, contact Jay Huling at
(614) 882-6464 or jhuling@iwaynet.net.

Second Annual Volvo Leukemia Cup Regatta

May 18 & 19, 2002
Carlyle Sailing Association
Lake Carlyle, IL

For more information, contact John Wiegand,
Fleet 83 Captain, at (314) 388-0779,
JO1BL2@aol.com or check the CSA website at
www.csa-sailing.org.

Flying Scot Midwestern District Championship Regatta and Annual Egyptian Cup Regatta

June 1 & 2, 2002
Carlyle Sailing Association
Lake Carlyle, IL

For more information, contact John Wiegand,
Fleet 83 Captain, at (314) 388-0779,
JO1BL2@aol.com or check the CSA website at
www.csa-sailing.org.

25th Annual Mayor's Cup Regatta

June 1 & 2, 2002
Lake Townsend Yacht Club
Greensboro, NC

For more information, contact David Raper at
(336) 643-7071, gwynedd22@worldnet.att.net

Ohio Districts Fleet 19

June 8 & 9, 2002
Berlin Yacht Club, Berlin Lake
North Benton, OH

For more information, contact George Gecik at
(440) 256-4040 (h); (440) 974-9499 (w); or
renji@aol.com.

2002 Wife Husband Championship Regatta

June 14 - 16, 2002
Delavan Lake Yacht Club
Delavan, WI

For more information contact co-chairs:
Frank Gerry at (630) 466-1161, fgerry@mc.net or Jack McClurkin at (847) 991-8092,
JMclurkin@aol.com. Visit the Delavan Lake
Yacht Club website at www.dlyc.com.

Full Moon Regatta

June 15, 2002
Monmouth Boat Club
Red Bank, NJ

Skipper's meeting at 9:30 am; continental
breakfast and lunch included. Entry fee will be
waived for all skippers participating for the
first time. For further information, contact Bill
Ewing at (732) 530-6511 or [fs5246@
yahoo.com](mailto:fs5246@yahoo.com).

Annual Governor's Cup Regatta

June 15 & 16, 2002
Carolina Sailing Club
Kerr Lake, NC

For further information, contact Joleen
Rasmussen at (919) 732-5410, [ejrasmussen@
mindspring.com](mailto:ejrasmussen@mindspring.com).

45th Anniversary Regatta

June 22 & 23, 2002
Cowan Lake Sailing Association
Cincinnati-Wilmington, OH

For further information, contact Bob Peterson
at (513) 522-2203.

Douglass - Orr Invitational

June 22 & 23, 2002
Sprite Island Yacht Club
East Norwalk, CT

For further information, contact Melanie
Dunham at (845) 855-0619, FS2601@aol.com.

Founder's Day Fleet 4

June 29 & 30, 2002
Clear Fork Lake
Mansfield, OH

Look for more information in future issues of
Scots'n Water.

Greater NY District Championship Regatta

July 5 & 6, 2002
Westhampton Yacht Squadron
Remsenburg, NY

For more information contact Ed Surgan (631)
288-2069 (weekends), (201) 567-5307
(days), or visit www.yachtsquadron.org.

Continued on page 20

Continued from page 19

**Flying Scot Canadian
Championship and
Michigan/Ontario Districts**

July 13 & 14, 2002
Stony Lake Yacht Club
Stony Lake, Ontario

To include Greg Fisher Race Seminar. For more information on FSCC, please contact Colin Kinnear at ckinnear@spring.ca. (416) 481-1145. For more information on Michigan/Ontario Districts contact Forest Rogers at forest@vibroynamics.com (734) 954 0452

**North American
Championship**

July 20 - 26, 2002
Pensacola, Yacht Club

For more information contact Bernie Knight at (850) 983-7247. Registration info to come in future issues of *Scots'n Water*

**2nd Annual Lake Saint Clair
One-Design Invitational**

July 20 & 21, 2002
Crescent Sails Yacht Club
Grosse Pointe Farms, MI

For more information contact Ted Jeske at (313) 647-9124.

**New York Lakes
District Regatta**

July 20 & 21, 2002
Owasco Yacht Club, Fleet 181
Auburn, NY

For info contact Peter Whiting at 315-252-2709 eves; 315-253-5231 days; plwhiting@aol.com.

**Sandy Douglass
Memorial Regatta**

July 27 & 28, 2002
Deep Creek Lake, MD

For more information, contact Ed Peters at (301) 797-7824 or barmusic01@hotmail.com.

**97th Annual Ephraim
Regatta**

August 3 & 4, 2002
Ephraim Yacht Club, Fleet 44
Ephraim, WI

For more information contact Nancy Claypool (504) 899-0935 or nclaypool1@cox.net. Visit the website at www.eyc.org.

**New England District
Regatta**

August 3 & 4, 2002
Stone Horse Yacht Club
Harwich Port, MA

For more information contact Ned Steiger at (617) 268-8320, eaststeiger@yahoo.com or Chuck Winans at (561) 234-3386 (until May 1), winansca@mindspring.com.

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**16th Annual
Invitational Regatta**

August 10 & 11, 2002
Saratoga Lake Sailing Club, Fleet 161
Saratoga Lake, New York

For more information contact Peter and Ann
Seidman (518) 877-8731, or email: pseidma1
@nycap.rr.com, www.sailsaratoga.org

**Eastern Women's
Invitational Regatta**

August 10 and 11, 2002
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD

Contact Geri Meehan for more information at
703-293-9531 (Home); 301-387-7890 (Deep
Creek Yacht Club/Weekends Starting Mid
April, 2002)

Harvest Moon Regatta

September 7 & 8, 2002
Atwood Lake
Dellroy, OH

For more information, contact Jack Stewart at
(330) 823-7885 or jfssail@neo.rr.com

**Annual Whale of a Sail
Regatta**

September 14 & 15, 2002
Carlyle Sailing Association
Lake Carlyle, IL

For more information, contact John Wiegand,
Fleet 83 Captain, at (314) 388-0779,
JO1BL2@aol.com or check the CSA website at
www.csa-sailing.org.

**Annual Flying Scot Fleet 24
Invitational Regatta**

September 21, 2002
Candlewood Yacht Club
New Fairfield, CT

For more information, contact Andy Fox at
(860) 354-6161, fs3063@yahoo.com.

Sail for the Grail

September 21 & 22, 2002
Lake Arthur, Fleet 80
N. Pittsburgh, PA

For more information, contact Dean Marlin at
(412) 828-5596, dfm@pannier.com.

**10th Annual
Founders Cup Regatta**

September 28 & 29, 2002
Indian Harbor

Look for more information in future issues of
Scots'n Water.

Grant Annual Regatta

October 5 & 6, 2002
Cave Run Lake
Morehead, KY

For more information, contact Susie
Stombaugh at (859) 885-3302 or
fs2162@netzero.net



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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	5445	Patrick Bischoff	11711 Oakspine Court	Ellicott City, MD 21042
	5447	Harold E. Starke, Jr.	PO Box 1122	Richmond, VA 23218-1122
Carolinas District				
48	1983	J. Scott Moncriff	29 River Run Lane	Sparta, NC 28675
71	1663	Michael G. Wise	2629 Avenel Avenue	Roanoke, VA 24015
Florida District				
	3993	Diane Andrews	24231 Buckingham Way	Port Charlotte, FL 33980
183	5235	Dave Asaibene	1111 Coralway	Singer Island, FL 33404-2710
	5143	Robert F. New	2500 Palm Lake Drive	Merritt Island, FL 32952
Greater NY District				
178	4092	William Cosulich	19 Heron Drive	Marlboro, NJ 07746
31		Patricia A. Tomlinson	268 Bayshore Drive	Brick, NJ 08723-7502
Gulf District				
153	215	Dewey Carpenter	4540 Bluebell Drive	Baton Rouge, LA 70808
	2979	R. Wilson Jenkins	113 Wildwood Trail	Florence, AL 35630
		John F. Dane	4523 S. Tonti Street	New Orleans, LA 70125
		Adam White	#9 East 52nd Street	Gulfport, MS 39507
		Fred Myers	233 Wilson Avenue	Panama City, FL 32401
	5345	David F. Phinney	1089 Woodgate Ext.	Humboldt, TN 38343
Michigan-Ontario District				
	390	Jeffery J. Davis	21040 Culver Road	St. Meinrad, IN 47577
New England District				
53	4044	Sam Morgan	36 Boyden Road	Holden, MA 01520
Ohio District				
80	5071	Dan Gelman	5619 Darlington Road	Pittsburgh, PA 15217
Prairie District				
		Monica Plummer	7140 Princeton Avenue	University City, MO 63130
Texas District				
23	800	David Butler	7048 Winchester	Dallas, TX 75731
23	1787	Chris Cowan	4025 Greenbrier	Dallas, TX 75225
	5446	"Hal, Kris & Kelly" Rainbolt	8103 Nufy Ridge	San Antonio, TX 78209

New Members this report 22

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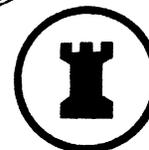
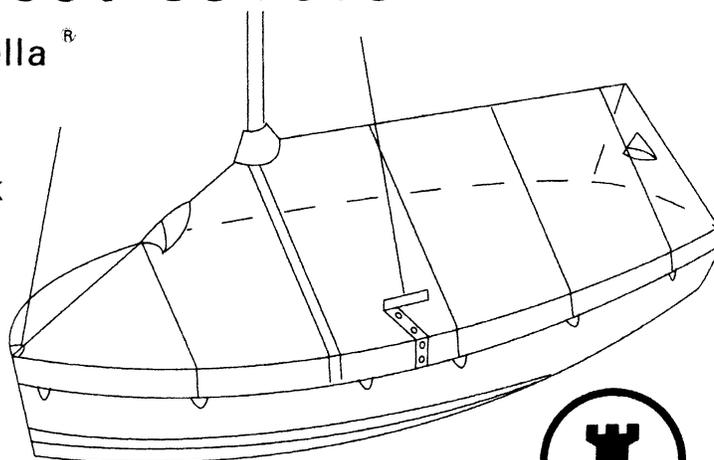
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Options

UV proof Goretex thread
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Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522



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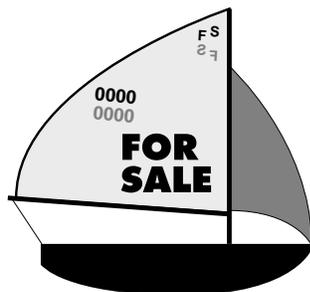
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Submissions for Caveat Emptor must be 50 words or less. A \$15.00 fee is charged for placement in Scots'n Water, or \$40.00 for placement in Scots'n Water and on the FSSA Website. Send or fax submissions to Association Headquarters or Email to info@fssa.com.

Placement will be made upon receipt of payment.

Send payment to:
FSSA Headquarters
3008 Millwood Ave.
Columbia, SC, 29205.



CAVEAT EMPTOR = BUYER BEWARE

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

FS 609 – Totally rebuilt two years ago. White hull. Two sets of sails, main and jib; two and a half HP motor; new cover; removeable motor mount; anchor and lines. Good condition. Located in Mystic, CT. \$4000. Contact Don Seccombe at (508) 954-1782.

FS 2360 – Custom Flex, White deck, orange hull, 2 sets of sails and two spinners. Upgraded hardware, Sailor's Tailor mooring cover, Pamco trailer. 4 1/2 hp engine. Too many extras to list. \$3000. Boat is located on Lake Keowee in NW SC. Call (305) 743-0174 or (864) 944-2001; bkan@mindspring.com

FS 2979 – Douglass built, excellent condition with relatively new mast, boom and centerboard gasket. Recently painted blue and white. Sails used for 4 years. Trailer in excellent condition. Located in Mansfield, OH. \$3900. Contact Don Beddard at (419) 756-3903 or beddarddj@aol.com.

FS 3892 – Douglass built, in excellent condition, white deck. One set of windowed racing sails, bridle, 4" transom port drain, bow flotation buoyancy bag, motor mount, almost new 2.5 hp Mariner Motor. Galvanized factory trailer. Two new covers, tent and trailing/mooring; new shrouds and jib forestay. Located in Rockaway, NJ. \$5000. Contact Errol Schnurman at (973) 627-2743 or eschnurman@sprynet.com.

FS 4021 – Douglass built, in excellent condition, used very little due to illness. White deck, blue hull, Schurr sails, detachable motor mount, anchor. Galvanized TeeNee trailer with spare. Dry sailed only. Located in Colorado. \$4500. Contact Dan at (970) 245-1977.

FS 4255 – Excellent condition. Indoor storage last ten years except for two day sails. Main, jib, spinnaker, anchor, compass, outboard bracket, and trailer. Located in Westport, MA. \$6000. Contact Paul Kraus at (203) 393-2032, jankraus@aol.com.

FS 4296 – Douglass, silver hull, white deck. North main and jib, Fowler spinnaker. Race rigged - fast boat, won 2001 Wife-Husband Challenger Division with 70 yr. old skipper. Many extras. Trailmaster trailer. Dry sailed and covered storage, full mooring cover. Located in Carlyle, IL. \$6200. Contact Jim Harris at (314) 966-8404.

FS 5161 – White hull, outstanding condition, spinnaker rigged and ready to sail. Includes cover, sails (North and Schurr) and trailer. Purchased new in 1997. Located in Dallas, TX. \$9900. Contact mittmans@yahoo.com, (214) 415-9789.

FS 5218 – White deck, gray hull, green trim, mahogany centerboard cap. Schurr sails and spinnaker, roll-up sailbags, motor mount, galvanized trailer with spare wheel. Dry sailed, stored inside. Like new condition. Located in Port Townsend, WA. \$8200. Contact Phil Meany at (360) 385-7363 or email to meany501@olympus.net.

Letter to the Editor

Dear Sunshine:

I have just read the best article I have ever seen in Scot'n Water, Vol.45, #6, 200! I am so excited and delighted I stopped reading to send this note of congratulations.

The article is John Luard's "Racing Upwind in Big Air". John grabs our attention with the first sentence, and holds it throughout by sharing the FEEL and strategy of a successful first leg in a race.

There is real substance of successful racing mixed in with the excitement. Importance of crew chatter/responsibilities, hiking, position of other boats, pacing against a leader, sail trim and helm. Also good discussion of wind shifts and of course, luck.

Equally important to the success of this boat is attitude. They clearly feel confident in their abilities. I'm sure that this is gained by practice, race experience, and a positive attitude. I've seen many experienced racers self-destruct because of a minor set-back during a race. All races have mistakes! I think Mr. Luard's crew is going to work through their's.

John Luard has a great piece of writing here. Thanks for bringing me a fun piece of reading! I'm going to finish the issue now, I hope there is another fun read there. I also hope there will be more great reads in future issues.

Thanks!

Eric Gunderson (FS2552)

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