SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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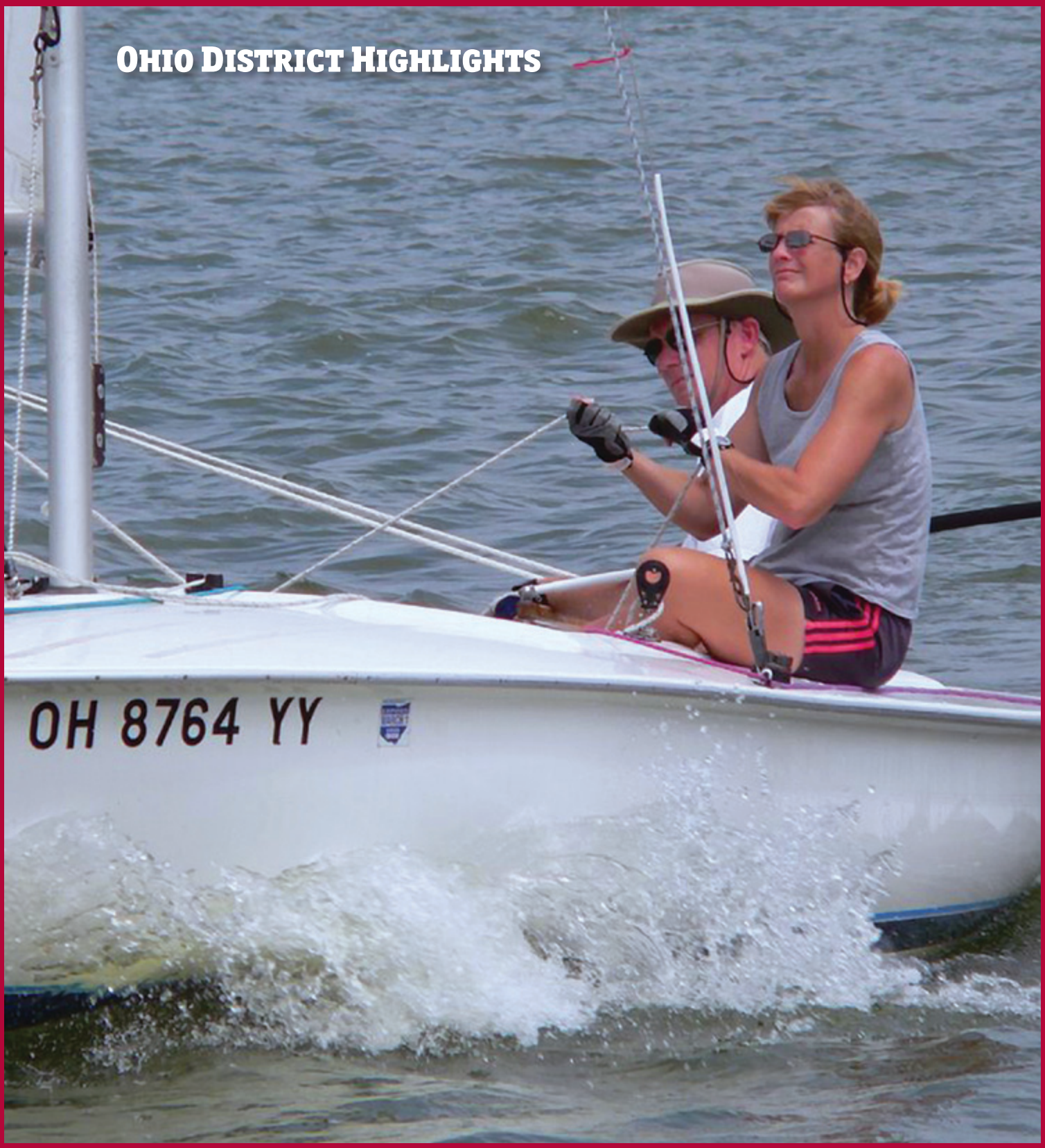

Ohio District Highlights

Dominant.

N. Americans

2011 .... 1st
2010 .... 1st
2009 .... 1st
2008 .... 1st

Midwinters

2011 .... 1st
2010 .... 1st
2009 .... 1st
2008 .... 1st

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.

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From the President

Diane Kampf, FS 5857

Dear fellow sailors,

What do you do when you live up north and your sailing club is closed for the winter? Some are lucky enough to have a place down south where they continue sailing all year round. But those of us who are Northerners and miss sailing during the fall/winter downtime can consider sailing in the Flying Scot Midwinter Championship. It is held in mid- to late March each year, and anyone who is a member of the Flying Scot Sailing Association (FSSA) is welcome to skipper in the regatta.

Since the decision was made to alternate venues between Southern Yacht Club on Lake Pontchartrain in New Orleans, Louisiana, and Sarasota Sailing Squadron on Florida's Gulf Coast in Sarasota, each club has hosted one Midwinters. The two venues are very different, but both are enjoyable, and both clubs have very active Flying Scot fleets. The March 2011 event was hosted by Sarasota and chaired by John Domagala. Anyone who attended that regatta can tell you what a great venue Sarasota is, and how much fun and what a challenge the sailing was. This year's event, chaired by Larry Taggart, is being hosted by Southern Yacht Club, with lots of places to go in the area for eating, shopping, or just walking on the beach.

The FSSA sanctions four events: the North American Championships, the Midwinter Championship, the Wife-Husband Championship, and the Atlantic Coast Championship. Each of these is a very special event and gives us the opportunity to race against some of the top sailors in the class in the Championship Division. If you're not looking for that, or not ready for that, compete in the Challenger Division and get more experience sailing in a large national regatta. Seeing so many boats on the line when you start a race is quite exciting. There are clinics after racing where you can learn from the experts and the leaders in the regatta. If you don't sail in the event, you can still attend as a spectator and enjoy the social activities.

What do you do when you live up north and your sailing club is closed for the winter? Some are lucky enough to have a place down south where they continue sailing all year round. But those of us who are Northerners and miss sailing during the fall/winter downtime can consider sailing in the Flying Scot Midwinter Championship. It is held in mid- to late March each year, and anyone who is a member of the Flying Scot Sailing Association (FSSA) is welcome to skipper in the regatta.

Even for the competitors, it's not just about the sailing and the racing. Think about how you can make it a family vacation. Come early and enjoy New Orleans on the weekend with your family, sail during the week, and enjoy New Orleans at night. The National World War II Museum is really interesting, and the night life in New Orleans is loads of fun--music, shopping, great food.

Look for the Notice of Race and registration forms on the fssa.com Web site. If not the Midwinters, think about some of the other national events. You'll meet so many fellow sailors and--who knows?--you might come home with a trophy. You'll definitely come home with some great memories that you won't soon forget. Hope to see you at one of the events!

Happy Sailing!

The FSSA Class Flag

The FSSA now has available two color schemes for the FSSA Class Flag that can be used 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

A Flying Scot Sailor's Firsthand Account of the Amazing Racing Machines of the 2010 America's Cup

Steve Tsuchiya

Like you, dear reader, I love racing Flying Scots. I have the privilege of crewing for an excellent skipper, John Eilers, on FS 5552 in Fleet One on Cowan Lake. As you know, it's great fun racing on Sunday afternoons in one of the most competitive classes.

I owe all this fun to the America's Cup. Back in 1987, when I was an impressionable fifteen-year-old, I became mesmerized by the thrilling challenger series and the America's Cup match in Fremantle, Australia. I still vividly remember watching ESPN's live coverage in the middle of the night; Gary Jobson did a great job explaining the sport to landlubbers like me. The Cup spurred me to sail while in college, but I really got serious about sailing at Cowan Lake on the Flying Scot and Thistles. Off the water, I've become an historian of the America's Cup and now give back to the sport by serving on the selection committee of the America's Cup Hall of Fame. (Speaking of coming full circle, Jobson is a fellow member of the committee!)

The 33rd Defense of the America's Cup, February 2010

The 2010 America's Cup match was one of the most extraordinary in the trophy's 160-year history. It was contested by the fastest and most extreme around-the-buoy yachts ever built. These superboats were the product of designers who were granted the freedom to design anything they wanted, as long as it was a sloop not exceeding 90 feet on the waterline. There were no class or rating rules, no restrictions on materials, no handicapping and time allowances.

The 2010 match marked only the second time in Cup history that featured an absence of both class rules and handicapping. How did this come about? Société Nautique de Genève (SNG) of Switzerland, which successfully defended the Cup in 2007, was challenged by the Golden Gate Yacht Club (GGYC) of the United States. Unfortunately, the two parties couldn't agree on the terms for their Cup match: they argued over the type of boat to race and the racing

Continued On Next Page

format, among other issues. Without a mutual agreement, SNG and GGYC were forced to race under the terms of the Deed of Gift, the rules that govern the America's Cup:

- The defender is required to race the challenger in a best-of-three match utilizing a 40-mile windward-leeward course for the first race, a 39-mile triangular course for the second race, and, if necessary, back to the windward-leeward course for the third race. The defender has the right to select the location of the match.
- The challenger selects the type of yacht: a single-masted vessel not to exceed 90 feet on the waterline, or a multi-masted vessel not to exceed 120 feet on the waterline.
- Time allowance is prohibited (in other words, a rating rule cannot be used to handicap one yacht over another).

GGYC, represented by billionaire Larry Ellison's BMW Oracle Racing team, challenged with a sloop with a 90-foot waterline…and a 90-foot beam. And SNG, represented by Team Alinghi, selected the Mediterranean waters off Valencia, Spain, as the venue.

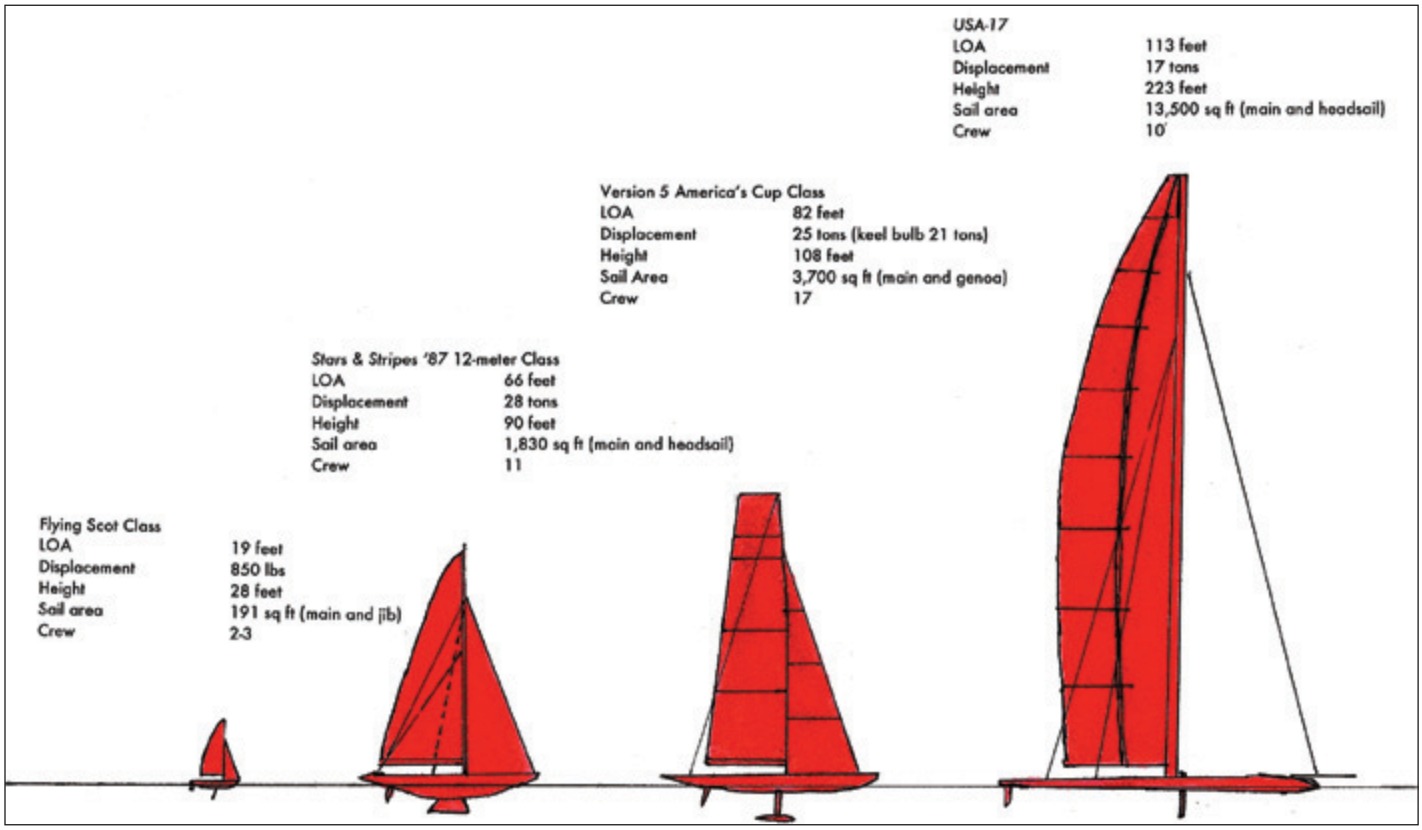
The designers at BMW Oracle and Alinghi reviewed the history of the 1988 Cup match, the only other time a Deed-of-Gift–dictated match was forced. That match featured a massive sloop with a 90-foot waterline versus a 60-foot catamaran with a wing sail, skippered by legendary Dennis Conner. As many readers know, Conner's catamaran crushed the monohull without breaking a sweat. While Conner took a conservative and cost-effective route of designing a catamaran with a "mere" 60-foot waterline, the designers at Alinghi and Oracle embarked on ambitious plans to build the ultimate Cup yachts: multi-hulls with the maximum waterline allowed in the rules and powered by skyscraper-tall rigs to carry acres of sail. They had to go to the extreme because both sides knew that the match would pit multi-hull against multi-hull. This was a designer's dream but scary, too!

The Oracle design team got to work in 2007 and launched *USA*, a trimaran, in August 2008. They made many modifications–some of them extensive–up until the race in February 2010. The designers at Alinghi began their quest in early 2008. A year and a half later, in July 2009, their catamaran, christened Alinghi 5, was launched on Lake Geneva. She was airlifted over the Alps to the Mediterranean for initial sea trials.

The Ultimate Cup Yachts: February 2010–Valencia, Spain *Alinghi 5*

A couple days prior to the first race, I had the opportunity to visit Alinghi's base in the America's Cup harbor in Valencia. *Alinghi 5* measured 90 feet on the waterline, her sailing length stretched 110 feet, and her mast was 203 feet tall. While I was there, a crane loaded massive daggerboards into her twin hulls. The boat carried North 3DL carbon fiber sails, a sandwich of polyester film and strings of carbon fibers molded into an optimum shape. Her mainsail measured approximately 6,000 square feet, the headsail about 4,000 square feet, and the gennaker an incredible 11,800 square feet. The gennaker alone was 61 times larger than a Flying Scot's main/jib sail plan!

Despite the size, the catamaran displaced a mere 15 tons. That's about 9 tons lighter than an America's Cup Class (ACC) yacht and about 13 tons lighter



than a 12-meter class boat. To put it in further perspective, an ACC yacht's keel bulb alone weighs nearly 4.5 tons more than *Alinghi 5*!

USA-17

While *Alinghi 5* was docked at her team base in the Cup harbor, BMW Oracle's *USA-17* was sequestered in the commercial port to the south. Her signature feature, a 220-foot-tall wing sail, was too big to store at the team's main base at the Cup harbor. On the eve of Race One, as a guest of BMW Oracle, I was driven by a team member (in a BMW, of course) to the annex to check out the machine. It was a surreal moment, seeing Oracle's outrageous trimaran sitting alone in the wide open space of the bland, commercial port. The massive, exotic yacht exuded unbridled power and mystery. It reminded me of the scene in the movie *The Right Stuff* when Chuck Yeager pondered the Bell X-1, sitting alone in the stark backdrop of the tarmac and the desert.

USA's amas (the outer hulls) were mounted on a flexible structure like an oceangoing multihull. The vaka (middle hull) measured 90 feet on the waterline, complying with the Deed of Gift. However, her sailing length was about 114 feet, because she sailed on her amas. Unlike most trimarans, she was designed to sail on one hull at a time, like a racing catamaran. Her sleek hulls featured bows with reduced buoyancy and a very fine shape that allowed the hulls to pierce waves instead of riding on top of them, resulting in a smoother ride than conventional designs. Like her opponent, *USA* was featherweight relative to her size, weighing about 17 tons.

Continuing the theme of extreme, *USA*'s 223-foot-tall, 7,000-square-foot, carbon fiber wing sail was the largest wing ever made for a boat or an airplane and the mast was the tallest ever built for a Cup yacht–three feet taller than the previous record holder, the mast of the gigantic 1903 defender, *Reliance*. The wing, two to six feet wide, its chord ranging from 10 to 45 feet long, was held up by stays strong enough to handle loads of up to 100 tons. The wing consisted of a solid main element that rotates around the mast step and nine adjustable wing flaps. Each flap angled independently to induce camber (to produce horizontal lift), to flatten the wing, or even to induce a reverse camber.

The primary benefit of the wing was that it allowed *USA* to efficiently change gears in any condition. "You can shift the center of the force up and down the wing very quickly," said Team Oracle CEO Russell Coutts. "So when you've got too much power, then you can unload the top of the wing."

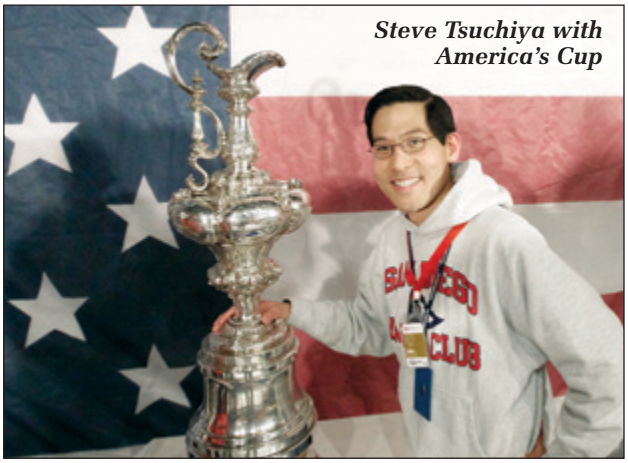
Design director Mike Drummond described the difference between *USA*'s wing and a traditional "soft" sail: "In general, both the soft sail and the wing sail provide a lifting surface that drives the boat forward. As the sail gets bigger, it becomes more and more difficult to maintain an optimum shape. You can only tension a triangular [traditional soft] sail from three points, so as it gets bigger, it becomes harder to prevent the shape from distorting from the optimum. With a hard wing, you can control the shape to a very precise degree, which is a big advantage, and the shape doesn't distort. It is a much more efficient shape."

Race One–February 12, 2010

There's always intense anticipation for the first race of any America's Cup match. Needless to say, it was exciting to see the challenger and defender enter the start box for the first time. The yachts converged. But *Alinghi* didn't keep clear and fouled *USA*. The American boat went head-to-wind to avoid collision and stalled for an agonizing minute. Meanwhile, *Alinghi* managed a 1:27 lead at the start. Amazingly, *USA* caught up and passed *Alinghi* within fifteen minutes. Clearly, the trimaran with the wing sail could point higher and sail faster. She even took down her jib to reduce drag to increase speed (not recommended for a Flying Scot…).

To give you an idea about the speed of these vessels, *USA*'s velocity made good was at least twice the wind speed! During a test run, *USA* achieved a speed of 42 knots in 15 knots of wind (by contrast, Oracle's previous Cup boat, an America's Cup Class monohull, maxed out at 19 knots in a strong breeze).

During that upwind leg, *USA* averaged about 20 knots to *Alinghi*'s 19 knots; on the downwind leg, *USA* achieved a greater differential over the defender (23 knots to 20 knots). On that run, in 10- to 11-knot wind, *USA* achieved an incredible 23 knots vmg.



Steve Tsuchiya with America's Cup

The American boat ended up winning by fifteen and a half minutes, which includes *Alinghi*'s halfhearted penalty turn that took about seven minutes. (This is not a typo. How many turns can a Flying Scot make in seven minutes?!…)

RACE ONE

February 12, 2010
Course: 40 miles, Windward-Leeward
Wind: 5-10 knots
Winning time: 2:32:38

Deltas:	Start	Mark	Final
Alinghi 5	1:27		
USA-17		3:21	15:28

Race Two–February 14, 2010

Once again, *Alinghi* committed a foul at the start; this time they entered the start box too early. USA won the start by 23 seconds.

I was on a twin-diesel, power catamaran chasing USA up the first leg, but we couldn't keep up, so we were forced

Continued On Next Page

to make a beeline to the wing mark to intercept the extremely fast racers. By contrast, in the previous Cup match we'd easily passed the America's Cup Class monohulls whenever we felt like it. It was astonishing how the trimaran, riding on one ama, was able to slice through four-foot swells, sailing so fast and smoothly.

On the first leg, *Alinghi* showed improved speed from the previous race and benefited from a 20-degree wind shift; she eventually turned a 500-meter deficit into a 500-meter lead. But it was not to last. Further up the leg, USA tacked near the port layline and *Alinghi*, on starboard, crossed USA and tacked to windward; but as *Alinghi* struggled to regain boat speed after the tack, USA powered forward, reclaiming the lead and rounding the top mark with a slim 27-second lead.

On the first reach, USA surged to 30 knots and extended her lead over *Alinghi*. USA rounded the wing mark with a 2:50 advantage. She extended her lead on the final reach and won the race to capture the Cup.

RACE TWO
February 14, 2010
Course: 39 miles, Triangle
Wind: 7-8 knots
Winning time: 2:06:49

Deltas:	Start	Mark 1	Mark 2	Final
Alinghi 5				
USA-17	0:23	0:27	2:50	5:29

A New Generation of Cup Yachts

As many of you know, the next America's Cup match (in 2013) will feature a new class of 72-foot wing-sail catamarans inspired by *USA* and *Alinghi*. For better or worse, this is a revolutionary departure from the traditional monohulls that long dominated the sport. As a lead-up to the Cup match in San Francisco, a special class of 45-foot Cup catamarans is competing in the America's Cup World Series circuit. In November 2011, the races were held in San Diego. This year, the World Series races will take place in Naples and Venice, Italy; Newport, Rhode Island; and other locales.

Visit www.herreshoff.org to learn more about the Herreshoff Museum/America's Cup Hall of Fame.

Visit www.americascup.com to catch the excitement of the new AC Class World Series and the 34th America's Cup.

Check fssa.com for updated information & race postings.

From Day Sailing to Regatta Racing in My Flying Scot

Tom Dawson, FS 5723

As Membership Director of the Berlin Yacht Club in northeast Ohio, my primary mission is attracting new members to our sailing club. I volunteer at every opportunity to introduce people to sailing and the Flying Scot. As an avid racer, one of my goals is to get people interested in racing the Flying Scot. In my opinion, the more boats in a race (regardless of each skipper's skill level), the more fun everyone will have in the race.

However, when I first began sailing the Flying Scot only five years ago, I had almost no interest in racing. I have found that most people who are new to our sport also have little interest in racing. This is not surprising, since new sailors need time to get accustomed to handling a sailboat before tackling the challenge of racing a boat. The idea of racing is probably very intimidating to people who are first getting into the sport of sailing. No one wants to look foolish, after all.

So people have asked me, "How did you get so interested in sailboat racing?" Or "How did you go from day sailing to competing in Flying Scot regattas?" These are good questions, because the answers may help us to promote the sport of sailboat racing and get new people involved in our sport.

The short answer to the question: sailboat racing is fun, and it didn't take me long to discover this after I joined a sailing club. Although it may not be for everyone, people of all ages and levels of fitness can participate in sailboat racing. It is also a very social activity. I explain to new or prospective club members that sailboat racing can be as competitive or as casual as you want it to be, and that essentially we are just sailing as a group when we race. Compared to sailing alone as a new sailor, this has the benefit of safety: should a boat capsize or have an equipment issue while on the water, there is always a chase boat ready to lend assistance. More importantly, sailing with a group of boats is enjoyable because everyone in the group can encourage one another in the spirit of good sportsmanship.

When I first bought my boat, FS 5723 (which I named *Formula Fun*), my primary interest was in family day sailing.

Continued On Next Page

My wife and I chose the Flying Scot because it is a roomy, stable, family day sailer that is easy to trailer and relatively difficult to capsize. Sailing appealed to us as a relaxing way to enjoy the scenic bodies of water in our area. We had no interest in sailboat racing, but we were very enthusiastic about sailing our beautiful new boat.

We joined the Moraine Sailing Club, which is located in western Pennsylvania at beautiful Lake Arthur. Moraine Sailing Club has a good fleet of Flying Scots, and we soon met the active members. "Are you going to race?" was a frequent question. My wife, Meledy, has never been interested in racing, although she does enjoy day sailing. Soon after joining the Moraine Sailing Club, I decided to give racing a try. Dan Goldberg, a veteran racer and enthusiastic ambassador for Flying Scot racing, was teaching new members the basics of sailboat racing. A young man from a nearby college showed up and offered to crew for me. I enjoyed several racing outings that year (my first year with the Flying Scot), but my primary interest was still day sailing with my wife and two young-adult daughters.

In the Fall of that first year, I decided to take the boat to Berlin Lake, and I became acquainted with some members of the Berlin Yacht Club. Berlin Yacht Club is a little closer than Lake Arthur to my home in Boardman, Ohio, and my brother and my parents have a camp near Berlin Lake. My wife and I decided to join the Berlin Yacht Club, but our interest was still primarily day sailing.

One advantage of Berlin Yacht Club, compared to other sailing clubs, is Wednesday night racing. On Wednesday nights, few powerboats are out on the lake and conditions are often ideal for sailboat racing, even in light air.

After I joined Berlin Yacht Club, some very nice, experienced sailors offered to crew for me in sailboat races and show me how it is done. I recognized that this was a great opportunity for me to improve my sailing skills, have fun sailing, and get to know some of the other people in the sailing club. My wife, Meledy, was very supportive of this, and I soon became a regular sailor on Wednesday nights. Before long, I had an opportunity to crew for other people at the club. I crewed in the annual Berlin Yacht Club Regatta, which was well attended and very enjoyable. From the beginning, I loved the thrill and the beautiful sights of being on the water sailing among other sailboats of various classes. I was careful not to get in anyone's way, and it did not take long for me to learn the basic concepts and right-of-way rules.

By the end of the first year, I was starting to experience the fun of sailboat racing, even though I was very often far behind the leaders and most of the fleet. At Berlin Yacht Club, everyone is very encouraging, and we get together for a hot dog and a beverage after every Wednesday night race. It was probably the social aspect as much as the racing experience that kept me coming back that first year.

After my first year of racing (second year sailing on a regular basis), I was pretty well hooked on the sport. I realized that, in order to finish reasonably well in club races, I was going to need to recruit regular crew. In my second racing season, my brother Russ started crewing for me on Wednesday nights. Although neither of us had much sailing experience, both of us were eager to improve. We would exchange emails and ask questions of experienced sailors after almost every race to see how we could improve. Every now and then we would finish among the leaders or be in the lead during part of the race. We were starting to learn two things about sailboat racing: (1) new sailboat racers have a lot to learn in order to be even reasonably competitive, and (2) if you are willing to put in the time and you have good equipment, you will gradually improve. Club members helpfully referred me to certain books and other materials to assist me in my quest for knowledge about sailboat racing.

In the Fall of my second year of racing, one of our club members asked me to crew for him on his Thistle in their Fall racing series. This was excellent experience, and it gave me a whole new appreciation for the Flying Scot. Crewing at these events, I learned more about how to sail fast, about racing tactics and rules, and about how regattas work. I also made new friends and had some amazing, challenging sailing experiences on Lake Erie, Chautauqua Lake in western New York, and Lake St. Clair.

Also that year I met Brian Cook, who has since become my most reliable regular crew member. Brian came to our club with an interest in the Flying Scot. I introduced myself, told him all about the Scot, and offered to take him out on my boat. Brian started crewing regularly for me on Sundays, and he has been doing so ever since. He now has his own Flying Scot, but he loves to crew and he has been a great help to me in sailing the boat in all kinds of conditions. Brian has also assisted me in upgrading the equipment aboard *Formula Fun*. Since I purchased the boat primarily for day sailing, certain upgrades were needed to sail effectively during a race. We have installed, among other things, a mainsheet swivel cleat, spinnaker halyard led aft, and a 12:1 boom vang led aft kit. All of the good folks at Flying Scot Inc. have been extremely helpful, and it was not hard to install any of these parts on my Flying Scot.

I now participate regularly in Flying Scot regattas in the Ohio and western Pennsylvania areas. I have also sailed in the regatta at Deep Creek Lake, and I had the good fortune to race my boat in club races at Lake Norman Yacht Club near Charlotte, North Carolina, for one memorable weekend last year. If any of you ever have a chance to visit Lake Norman Yacht Club, I highly recommend it. Those folks gave me and my family a very warm welcome, and we had a great time.

So, how did I go from being a day sailor to an avid mid-pack (sometimes a little better) club and regatta racer? First, I met a lot of nice, helpful people who were willing to spend some time teaching me how to race. Second, I found regular crew by being willing to volunteer for Learn to Sail Days at our club as well as teach basic sailing lessons to newcomers. Third, my wife, Meledy, has been very supportive of my new passion, and she travels with me to many of the regattas I attend. Finally, I learned that taking my boat to a regatta is a great way to have new adventures in beautiful places, make new friends, and experience the ultimate thrill of sailing the Flying Scot, a great racing boat.

Going Home

George Gecik, FS 4032

In the 1980s, I started crewing out of Grand River, Ohio, on big boats. I learned a lot, met wonderful people, and loved being on the water. We won lots of races and went to Bay Week at Put-In-Bay every year and kicked butt.

One year our skipper rented a cottage and had the crew over for a barbeque after the races. He brought a Snark along for his kids. Various crew members took it out for a quick spin. After a while, everyone egged me on to give it a try. It seemed easy enough, because we had been winning regattas and I was part of our expert crew. What a surprise! I couldn't make the Snark go where I wanted, let alone do it fast. Everyone said that, if you want to really learn to sail, you need to learn to skipper. With that in mind, I began looking around for my own boat. At first I was drawn to a Laser because it was an Olympic class boat and there were many fleets to race with. I soon came to realize that I wanted a dry boat and one that was stable, sturdy, and fun. It was also important to be able to take two or three others out sailing with me. That meant the Laser was out of the running.

Kurt Kachler, skipper of the Olson 30 on which I was crewing, suggested the Flying Scot. What's a Flying Scot? He told me he grew up sailing them during his yearly childhood family vacations on one of the Finger Lakes. With that, I began my search and spread the word that I was looking for a Flying Scot. One day my good friend Christoph Harlan called me and said there was one for sale at Lake Arthur in Pennsylvania, where he sailed. Kurt, my skipper friend, said he knew what to look for in a Scot and would come with me to inspect it. After crawling around under the bow, the seats, and the back, he said it was really solid and suggested I purchase it. We negotiated a price with the owner, hooked the boat up to Kurt's hitch, and drove home. I was now the "proud owner" of Flying Scot 4032.

Soon thereafter, I found the Berlin Yacht Club Web site, contacted the club, and was invited to sail with them. I've been there ever since. The club has friendly people and great sailors who've taught me a lot. One of the first things that was suggested to me was to purchase the *Highlights of Scots n' Water* from the Flying Scot Sailing Association. It's full of great articles and reprints. Here's where my jaw dropped. One of the articles said Sandy Douglass designed and built the first Scot in Kirtland Hills, Ohio. I live next door in Kirtland and was shocked. I read on and found out that the Douglass–McLeod boat builders started on Grand River, where I learned to sail on big boats. What a coincidence.

Now the plot gets better. I teach at the Fine Arts School in Willoughby, Ohio, and one of my first sailing experiences was with Louise Savage. She and her husband, Jim, founded the school and invited me to their summer cottage at Bemus Point on Lake Chautauqua, where she took me out for a sail on her Comet. I couldn't wait to return the favor and take her for a sail at Grand River in my new Scot. During our sail, she said that she and Jim knew Eric Ammann and had introduced him to Sandy Douglass. At this point I knew that fate had led me to the Scot; I was meant to have it.

I've been a member at Berlin for more than twelve years, and I've always wanted to sail again on Lake Erie out of Grand River. Last August, the Grand River Sailing Center invited Flying Scots to their regatta. We managed to get three Scots from Berlin Yacht Club registered, which was enough boats to earn a start and our own course.

It was a spectacular August day and a real treat sailing on the open waters of Lake Erie. We set sail around 11 AM and had a wonderful offshore breeze around 6 mph from the southwest. After the first race, the wind clocked to the right almost 90 degrees and the race committee set a new course. Because it was open water, the conditions changed and we went from flat water to small rolling waves. The race committee gave us five starts, and everyone had a fabulous time. When we finished racing, we sailed further out into Lake Erie to watch, close up, as the big boats finished. Afterward, they presented us with trophies and had great food and drinks. It's a wonderful club and everyone was thrilled that we came, including us.

They have already invited us for next year's regatta, and we are hoping to get it on the FSSA schedule so we can increase the size of the fleet. Mark your calendar. You won't want to miss it in 2012. Wouldn't it be great to have 20 or 30 Scots "going home" next August for the Grand River Regatta?

When the regatta was over, I felt as though my Scot and I had truly gone home to where it all began in Grand River, Ohio. Thank you, Sandy Douglass. You have brought me countless hours of sailing joy. I owe you big-time.

Husband and Wife Sailing: Co-skippering

Arleen Starr, FS 5350

In 1972 Jim Starr began his sailing career when he was lured into a Mac Dinghy by a Carnegie Mellon University sailing crowd. But his first purchase was a Jet 14 in 1973. After sailing the Jet 14, he owned and sailed a Laser, followed by a Thistle, and in 1980 he purchased *Tradewinds*, his first Flying Scot. From the moment he first put his hand on the tiller, his love for sailboat racing was surpassed by nothing else.

In 1994 Arleen Richardson began her sailing career when she was lured into taking a Red Cross "Learn to Sail" class at Lake Arthur. In 1995 she purchased *Sweet Serenity*, her first Flying Scot. From the moment she first put her hand on the tiller, her love for sailboat racing was surpassed only by her love for her two children.

In 1994, as luck would have it, Jim Starr happened to administer the final exam (written and on-the-water) for the Red Cross "Learn to Sail" class at Lake Arthur and, as luck would have it, met Arleen Richardson–his first adult student to receive a 100% on the test. Jim was duly impressed and decided to give Arleen pointers in the fine art of sailboat racing.

From 1994 to 1999 Jim and Arleen sailed most seasons together–with Arleen crewing on *Tradewinds* and Jim crewing on *Sweet Serenity*. The combination of two boats and two skippers/crew worked well. Jim learned that Arleen's pet peeve was to feel the mainsheet wrapped around her foot. Arleen learned that Jim didn't like slow tacks. It was a steep learning curve for both of them.

In 1999 Jim and Arleen married and they were faced with one of the most crucial decisions of their respective lives: what should be done about the boats? Should Jim sell his beloved *Tradewinds* and give up what was his former greatest love? Could Arleen possibly sell her *Sweet Serenity*, especially since she had invested in all new lines in the season's hottest new colors? How does a newly married couple make a compromise of this magnitude?

In 2000 Jim and Arleen paid a visit to Harry Carpenter [Flying Scot builder]. Together they chose their brand-new Flying Scot. It would have a grey hull and a white deck and it would be #5350. Together they pored over possible names and, together, they chose the name that seemed to fit best–Braveheart. Together they traded in their formerly owned boats for the one new boat and trailer and started the important journey of being two skippers in one boat.

In the beginning of this new chapter of their lives, deciding who would skipper didn't seem to be a big deal. Jim would skipper the races, and Arleen would skipper whenever they were just cruising the lake. But as time passed and Arleen's skills improved, it became clear that, while Jim had certain skills on the water that were very strong, Arleen also had skills–different from Jim's–that were very strong. So they began experimenting with adjusting their sailing strategy so that each person's strengths were utilized.

In 2002 Jim and Arleen bought a cottage on Chautauqua Lake, New York. Sailing Chautauqua Lake was a whole new sailing experience for them. First of all, there were huge powerboats that would fly past and create huge wake that would stop a sailboat dead in the water. Second, the winds were predictably from the northwest in the afternoon and steady as rain, without the "flukiness" of the Lake Arthur winds. Third, the race

Continued On Page 19

2012 Flying Scot North American Championships at Lake Carlyle

Jim Harris, Regatta Chair

We at Carlyle Sailing Association (CSA) hope you will join us for the 2012 Flying Scot North American Championships (NACs) June 23 through 29 at beautiful Lake Carlyle, near Carlyle, Illinois. CSA has hosted the NACs four times, most recently in 2004. In addition, the club regularly hosts regional and national events; for example, the Championship of Champions was held here in 2010.

The venue is one of the best in the US for small boat sailing, with plenty of paved car and boat parking, three electric jib cranes for hoisting boats into and out of the water, and a protected harbor adjoining the 26,000-acre lake.

The location is rural, with little traffic, a few tractors, and lots of corn and soybean fields. Yet we are only 50 miles from downtown St. Louis with all its "big city" attractions. Accommodations range from a beautiful campground next to the harbor, to cabins on the lakefront, to modern chain motels a 15-minute drive away.

Our race committee is experienced in race management and safety. The lake is 8 miles by 3 miles, large enough to have a wide open championship racecourse for any wind direction. Weather conditions are typical of the Midwest, influenced by the highs and lows moving through the area. In late June, winds average 5 to 15 miles per hour and temperatures average 70 to 90 degrees Fahrenheit.

The NACs provide a wonderful vacation opportunity for the whole family. It's a chance to meet old friends and make new ones and to compete at a high level. For newer sailors, the week-long racing provides the opportunity to improve sailing skills. In one week, you will probably learn more about sailing safely and maximizing speed than in a year of casual sailing. Also, the formal and informal opportunities to learn from the experts are always meaningful and rewarding.

Check out the NAC Web site for details, including registration, accommodations, and attractions for non-sailing family members. It's at www.csa-sailing.org/nacs. Get your registration and motel reservations in early so you don't miss out on the fun. If all your questions are not answered there, contact me at jamesbharris@att.net or 314-966-8404.

And remember–it's a sport and we will have fun!

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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.

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. The fittings that bolt to the transom & stand-off part are stainless steel w/hardwood board for engine clamps. Complete w/fasteners, template & instructions.

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.)

Flying Scot® Embroidered Shirts & Caps…

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

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

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Trailex Aluminum Trailer…

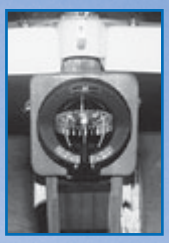
Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

Ritchie Dome type Compass & Mount…

Features course minder movable bezel with heading 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…

$3\frac{5}{8}$" 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.

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Visit our Web Site for a Complete Parts List!
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Measurement Clarification

Bob Neff, Chief Measurer

The Flying Scot is a successful family oriented day sailor and racing class because of its many outstanding design features. One aspect of this success is the restrictions the Class has in place on hiking assists found in the basic Specification and reinforced over the years by Chief Measurer's Rulings (listed below). These restrictions help insure that the Flying Scot can be successfully raced by a family and that sailing smart as opposed to having physical prowess will be a main factor in a successful campaign.

Sailing smart is the most satisfying aspect of competition. One of the main reasons for the success of the Class is that the Scot rewards this aspect of competition. This point has been a primary focus of the Class since inception as documented in Constitution, Article IV-Policy. Paragraph 3 of this Article articulates the philosophy quite well: "To promote a one-design class of Flying Scot sloops in which racing shall be to determine the skill of the helmsman (the person on the tiller, regardless of gender) and crew. Everything in the Class Rules is intended to ensure competition in boats of essentially identical design"

Recently a modification to the main sheet swivel cleat has appeared on several boats enhancing its use as a "toe board", which is not permitted. While I was not a member of the Class in 1968, I believe CMR 15 was instituted to address the temptation of a competitor to install a centerboard trunk cap that overlaps the trunk on each side such as to provide an improved toe hold for hiking assistance. While the modification shown in the image is not as egregious as a widened centerboard trunk cap, this hardware violates the intent of the specification as contained in CMR 15.

As a general matter I understand that is difficult for the competitors to challenge "innovations" that appear on fellow competitors boats. Partly this reluctance is founded in an attitude of "go along to get along". However, the objectives of the Class as stated in Article IV – Policy and in the important WARNING at the beginning of the Specification, can be better assured if all competitors are actively involved in supporting these principles. It is important for all of us to clarify innovations as soon as they appear. The best approach is to discuss the innovation with your fellow competitors to understand if the change is permitted by the Specification.

While the focus of the measurement performed at the major regattas is to insure compliance, the Class will benefit from continued vigilance to conformance to the Specification and CMR's by all competitors. This is particularly important at the Fleet level since this is where most of the Class racing occurs.

ARTICLE S-V - RACING RESTRICTIONS

The following restrictions shall apply for all boats participating in Flying Scot® events:

4. No hiking straps, flying trapezes or other contrivances which achieve the same purpose may be used. Up to two (2) hand lines affixed to the centerboard cap are permitted, providing: their ends are terminated in a whipping, back splice or knot (not a loop); and, their ends cannot extend beyond the rub-rails when fully extended with the ends touching the deck. (See also CMR's #15, 35, 36, 37, 38, 39, 40, 41 & 81)

Chief Measurement Rulings (CMR)

15. "Toe-Boards" are illegal. (1968)

35. The use of 0, 1 or 2 hand lines as described in the "Specifications"are legal. (1979)

36. There is no limit on the diameter of line used for hand lines. (1979)

37. The length of a hand line is determined after a knot is tied and includes the knot diameter. (1979)

38. There is no limit on the size of a hand line knot, providing the line length requirement is met. (1979)

39. The use of a doubled nylon tape (or rope) as a hand line is illegal, as it terminates in a loop. (1979)

40. Hand grips of any size, shape or make attached to or through the deck or hull to aid in hiking are illegal. (1979)

41. The outboard end of a hand line may not be cleated, tied or otherwise secured. (1979)

81. The jib sheet and any other sheets and control lines may be used as a hiking assist provided that the portion being used is free; meaning there is no hardware in play after the line makes contact with the skipper or crew. (March 2007)

How I Refurbished My Flying Scot

David August, FS 2066

I had been sailing with my friend and neighbor Dan Goldberg for about two years when I decided I wanted a Flying Scot sailboat. I knew I wanted a "project" boat, because I like to make things look new and I enjoy working with my hands. I looked around the marina at Watts Bay on Lake Arthur and found a Flying Scot that had been sitting for over two years. It had no cover, so water, leaves, dirt, and wasps' nests made a mess of the inside. I asked three of the very knowledgeable Scot sailors to inspect this boat to make sure it was worth restoring. After a lot of knocking and pounding and going over the boat, Dan Goldberg, Joe Shields, and John Bridges pronounced this boat worth saving. I made an offer and bought Flying Scot 2066.

My inspection of the hull included running my hand over the gel coat and coming away with an orange hand, the original color of FS 2066. I knew a good buffing would not be enough to make the hull look new. I started to investigate materials that I could work with, that would provide a good-looking, sound finish.

I felt I had two choices, either fiberglass mat and resin or a commercial one- or two-part epoxy. I chose a one-step epoxy from Interlux. It could be rolled on and brush-tipped to the proper finish. Working within the temperature range of this product is very important. I was fortunate to have a 30' by 40' heated garage to work in, plus an air compressor and a vacuum system.

I had to remove all the hardware and rigging--particularly the rub-rail and keel strip--before working on the boat, leaving only the chain cleat on each side of the deck. This gave me a good surface to work on without a lot of masking. I spoke with Harry Carpenter [Flying Scot builder] a number of times, asking a lot of questions about removing rails and hardware. As I worked, I found a few stripped screws. I dipped wooden toothpicks into marine-grade waterproof glue, filled the screw holes, and then sanded them flat. I was able to reuse these same holes to refasten the trim and rub-rails with no problems or redrilling of the rails.

The next challenge was getting the boat off the trailer and hull side up. I laid a large piece of carpet under my trailer and tied a rope through the drain hole, attaching the other end of the rope to the frame of the garage. Then I carefully pulled my trailer forward, leaving the boat on the carpet. I lined up unmounted tires next to the boat and, with the help of my brother and cousin, rolled the boat onto the tires, hull up and ready to be worked on. From this point, the rest of the hardware and the centerboard gasket could be removed very easily. Now the real work began (see figure 1).

Figure 1. Getting started

At the recommendation of the Interlux customer service staff (a great help), I used a dual-action orbital sander with progressively finer grit paper, starting with 60-grit and finishing with 400-grit. I would recommend buying a commercial-grade sander. I also used a shop vacuum cleaner attached directly to the sander to keep the dust level way down. I sanded below the "pock marks" in the gel coat and down to the fiberglass mat. This was the most time-consuming step in the process. I then used the cleaning solution recommended by Interlux to clean and prepare the surface to accept the first coat of primer.

Working on a 2-foot-by-2-foot area and following the manufacturer's recommendations, I rolled the primer on and brush-tipped the primer until the finish was smooth, with no runs or drips. I used three coats of primer and two coats of top seal paint to establish the color. I allowed 10 to 12 hours' dry time and sanded and used the recommended dust cleaner between coats. There is a steep learning curve with the roller/brush technique but, once mastered, the results are excellent (see figures 2 and 3).

Figure 2. Final primer coat

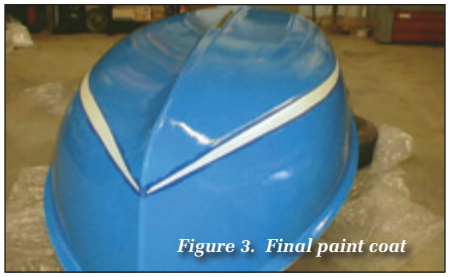

Figure 3. Final paint coat

While I had the boat upside down and off the trailer, I took the opportunity to replace the old rubber centerboard gasket with a new Dacron one. I followed the instructions furnished by Flying Scot, and the procedure, while difficult, produced excellent results (see figures 4, 5, and 6).

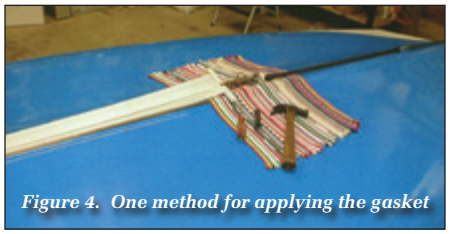

Figure 4. One method for applying the gasket

Figure 5. Screwing in the gasket

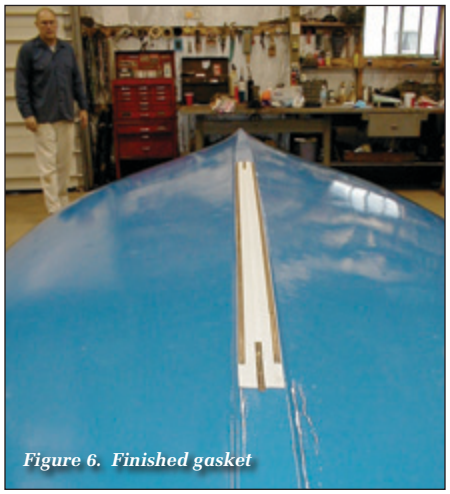

Figure 6. Finished gasket

Now it was time to get the boat back on the trailer to finish the topside. Before rolling the boat back onto the carpet, I put down layers of wet newspaper to make the carpet slippery. We rolled the boat onto the wet paper and used, as a bow sling, the web strap that is meant to hold the boat on the trailer. I attached the sling to the rafters using a "come-along" and lifted the bow of the boat up until it cleared the back roller of the trailer. Using the trailer winch, I pulled the boat onto the trailer with the wet newspaper acting as a slippery film.

I used the same method to refinish the topside of the boat as the bottom, sanding through cracks, then applying three coats of primer and two coats of finish. I applied new antiskid tape to the forward and rear decks. I then attached all the topside hardware and the rub-rail (see figures 7 and 8).

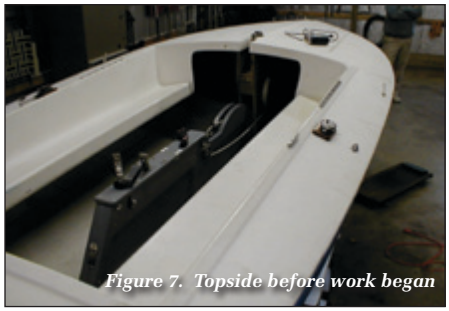

Figure 7. Topside before work began

Figure 8. Topside after final coat

I wanted to refinish the wooden tabernacle but had to remove it from the boat first--not an easy task. The tabernacle is held in place with fiberglass mat and pressure. I used an oscillating cast saw to remove the fiberglass mat, and I took the pressure off the top deck using a bottle jack. I removed the bolts at the bottom of the tabernacle and was then able to lift it out. I took all the screws out of the tabernacle and sanded the wood, applied three coats of marine spar varnish, reassembled the tabernacle with new stainless steel screws (see figures 9 and 10), and put it into place using new stainless steel bolts. I used new fiberglass mat and resin to attach the top of the tabernacle to the top deck.

Figure 9. Tabernacle before sanding

Figure 10. Tabernacle after varnish

Figure 11. Finished and ready for the water

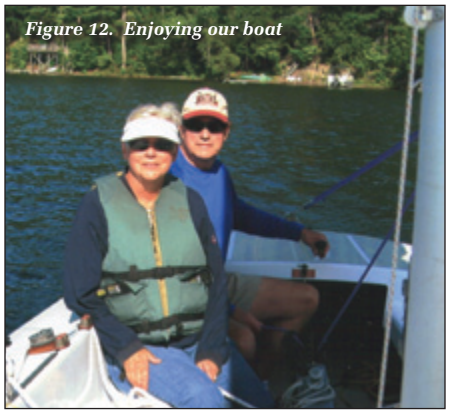

Figure 12. Enjoying our boat

Finally, I removed the centerboard trunk cap and replaced it with African mahogany. I used brass nails to type out "2066" and sealed the entire cap with a coat of polyurethane. Now the refurbishing was complete (see figure 11).

I really enjoyed working on the boat; it was truly a labor of love (see figure 12).

Making Waves!

Ullman Flying Scot sails are winning regattas around the country. Our DM main, HJ jib, and Redline Spinnaker are simply the fastest sails on the market. Our upwind sails are cut to allow a wide range of adjustment which keeps smaller crews sailing fast in marginal conditions and heavy crews powered up in the light stuff. And most importantly, we have a technical support network that will help you get the most from your sails. If you are considering new sails and want to step up to the next level of performance, give us a call!

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Boat # 5964/ Fleet # 0
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Paoli, PA 19301

Carolinas District

Boat # 4909/Fleet # 158
William Haxton
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Irmo, SC 29063

Florida District

Boat # 5986/Fleet # 0
Charles Barrus
728 Alameda Street
Orlando, FL 32804

Boat # 5979/Fleet # 0
Alfred & Luina Ribera
4520 12th Street SW
Vero Beach, FL 32968

Greater New York District

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Dave Mohr
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Bordentown, NJ 08505

Boat # 0128/Fleet # 0
Thomas Olam
20 Madison Avenue
Valhalla, NY 10595

Boat # 2124/Fleet # 163
Brad Fitzpatrick
9 North 9th Street, Apt. 414
Philidelphia, PA 19107

Gulf District

Boat #/Fleet # 0
Charles & Carice Nolan
1714 Savoy Rd.
Youngsville, LA 70592

Prairie District

Boat # 5439/Fleet # 0
Alan Redszus
1132 Sara Mathews Lane
Wildwood, MO 63005

STARTING LINE Calendar Of Monthly Events (From March 2012 – June 2012)

FL District Champ. - Charlotte Harbor
Charlotte Harbor YC
www.charlotteharboryachtclub.com
Port Charlotte, FL
March 17-18, 2012
For more information contact martinh@ldreeves.com

2012 Mid Winter Championship
Southern Yacht Club
New Orleans, LA
March 18-23, 2012
For more information contact info@fssa.com

Great 48 Lake Norman YC
Lake Norman Yacht Club
Mooresville, NC
May 5-6, 2012
For more information contact dsmith@concordnc.com

FSSA Capitol District Championship
Susquehanna Yacht Club
Wrightsville, PA
May 19-20, 2012
For more information contact kwild72674@aol.com

4th Annual Grits N Haggis Regatta
Keowee Sailing Club
Lake Keowee
Seneca, SC
May 19-20, 2012
For more information contact keoweesharon@bellsouth.net

Lake Townsend Yacht Club
Mayor's Cup
June 2-3, 2012
For more information contact bobh9447@aol.com or visit www.LakeTownsendYachtClub.com

55th Governor's Cup
Henderson Point
Kerr Lake, NC
June 16-17, 2012
For more information contact alanobackus@hotmail.com

GNY Districts & Douglass-Orr Regatta
Sprite Island Yacht Club
Westport, CT
June 16-17, 2012
For more information contact breekland@sbcglobal.net

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Husband and Wife Sailing: Co-skippering – Continued From Page 12

committee ALWAYS set a windward-leeward racecourse of about 3 miles upwind and 3 miles downwind. No offset marks and no jibe marks to create confusion on that race course! No, Sir-ee!

So the new racing challenge for Jim and Arleen was to concentrate on navigating lots of chop (Arleen's strength), dealing with the frequently heavy winds (Jim's strength), and going very fast (team effort). Sail trim became more critical than ever. When the winds were light, they were very light (not unlike Lake Arthur), so sailing in light air became Arleen's forte. When aberrant winds blew, Jim figured out when they would clock from the southeast to the northwest and became a guru in wind prediction. Together, they often won races.

Since returning to sail regularly with the Moraine Sailing Club on Lake Arthur, a fine compromise has been reached. Jim starts the races (strength) and Arleen crews. If upwind legs have light air, Jim will pass the tiller to Arleen. If upwind legs have heavy air, Jim will sail the upwind legs. Upon the approach to the first mark, the tiller is passed to Arleen for the mark rounding, while Jim sets the pole and the spinnaker. The downwind strategy and sailing are determined primarily by Arleen. Upon approach to the next mark, the tiller will be passed to Jim if the winds are not light. If they are light, Arleen will do the rounding and sail the next upwind leg. It's a beautiful thing.

Between races, if Jim has been sailing upwind legs, Arleen will take the tiller and allow him to rest, and vice versa. Prior to the start of the race, Arleen usually sails out to the racecourse and around the racecourse–primarily to study the winds and allow Jim to study the sails. Sailing back into the dock after the race is a toss-up, determined usually by which of them is less tired.

It's a wonderful thing when two skippers with two boats can truly become "one"– a one-boat/two-skipper family. Both Jim and Arleen have an appreciation for a beautifully executed tack, from both the vantage point of the skipper and the vantage point of the crew. Both know the frustration of not being able to make the boat go fast. And both know the exhilaration of crossing the finish line ahead of the pack. It's the best of both worlds.

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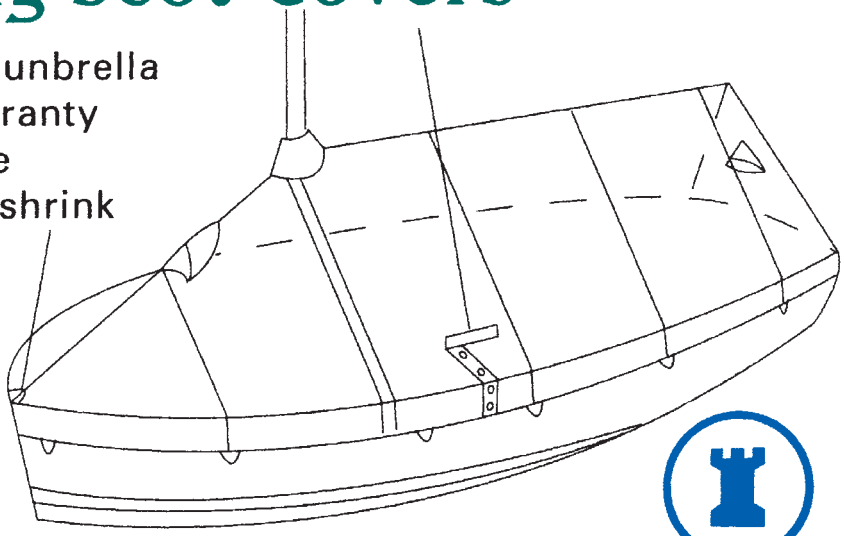

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1689 - Customflex built in 1970. Very good condition. Ready to sail w/ main, jib, spinnaker, compass. Blue hull w/ white deck. Includes trailer. **$2000** Chatham, MA Contact: John Morgan, 201-655-9100, ajmorgans2@aol.com

2373 - Customflex 1973. Main, jib & spinnaker sitting on Pamco Trailer. Ready to sail, needs some TLC. Pictures upon request. **$2,300**. Bill Allgaier, Traverse City, MI, 231-933-5414, sailtvc@chartermi.net

2847 - Douglass built in 1976. Excellent condition, original gelcoat still shines. 3 sets of sails including 2008 North AP Main, snug rig jib, & radical spinnaker. Full boat cover & trailering cover w/ mast & rudder covers. Tacktick racing compass. Includes trailer. **$5,500**. Kevin Meechan, Seneca, SC, 828-230-9613, kevin@meechan.com

3033 - Douglass built in 1977. Very good condition with like new 2005 long trailer. Excellent full cover, also cockpit tent cover. All sails in very good condition-spinnaker never used. Boat infrequently used, kept on trailer. Always cared for. **$2,500**. Charles Von Hagel, Rehoboth, DE, 410-838-9261

3063 - Douglass built in 1977. Hull is sound, no soft spots, deck needs work, loaded w/ all top end auto ratchet hardware, 2 sets sails, spinnaker, anchor, bow buoyancy-not installed, mainsail floatation, trailer & mooring cover, lifting bridle, trailer w/ extra stern light, many extra parts. **$3000** Connecticut. Contact: Andy Fox, 860-946-9957, fs3063@yahoo.com

3430 - Douglass built 1979. Very good condition, carefully maintained. Outfitted for racing with 12:1 vang, spinnaker halyard led aft with takeup reel, jib sheets on seats, bow float, North snug rig with spinnaker, much more. Yellow hull, white deck, swim ladder. Orig. trailer with new rollers and winch. **$4500**. Chapel Hill, NC. Contact: Charles Buckner, c_buckner@hotmail.com

4369 - Douglass blt in 1987. Excellent condition. Many old sails in good condition, different made br&s. (Main-jib-Spinnaker) galvanized trailer, the boat has many extras. **$4500**. Easton, PA, Laszlo Viemann, 610-252-6656, lviemann@verizon.net

4393 - Douglass built in 1987. In good shape w/ trailer, fairly new sails, engine mount, spinnaker pole, fairly new cover. Moved to the west coast & need to sell it this summer. **$3000**. Hampton Bay, NY Contact: Richard Johnson, 646-703-1256, johnson@thedaily.com

4416 - Douglass built in 1988. Almost new, mad main/jib. North spinnaker good shape. New rudder blade tight board. Nearly everything trailer & boat updated or made race ready. Hull & deck great shape. White hull & deck w/ black waterline. Fast boat. New boat not in your budget, this is for you. **$8300.** Greensboro, NC. Contact: Wendell Gundlach,336-209-2736, sailj24@bellsouth.net

4909 - 1993 Flying Scot, maxxed-out for racing. New North Sails used less than five times, including tri-radial spinnaker. Two spinnaker poles, including one new tapered pole. Galvanized trailer with balanced tires. This boat is FAST and has all the bells and whistles. **$8,500**. Columbia, SC. Contact: Thomas Smith, 843-216-5450, tsmithlawfirm@aol.com

5030 - Flying Scot blt in 1995. Always dry sailed, white hull, lightly used, deck/bottom cvr, galvanized trailer, 3 sets of sails (one almost new). **$9000**. Riverside, CT, Daria Barry, 212-448-1006, daria@prospectstreet.com

5077 - Flying Scot built in 1996. **$9,000**. Contact: Thomas Fonseca Rockville, MD, 240-876-7082, FlyingScot5077@gmail.com

5079 - Flying Scot blt in 1996. Gray deck, white hull. Top racing record. 3 N. jibs & mains, 3 Sobstad chutes. Dry sailed. In. winter strge. Deck/bottom cvrs. Alumi. trailer. Custom designed racing set up. **$9500**. Duxbury, MA. Ned Lawson, 781-934-7272, nedlawson@gmail.com

5178 - Flying Scot blt in 1997. White deck, black hull, N. Sails, spinnaker, cvr, rudder bag, galvanized trailer. **$7700**. Stuart, FL. Tom Goaddard, 772-692-9117, tomgoddard@aol.com

5379 - Flying Scot built in 2001. White deck, VIP red hull with white stripe & water line. Full racing package, excellent condition. Includes: Trailex aluminum trailer, North sails & spinnaker, mooring & winter storage covers and aluminum boat hoist. **$12,500**. Marc Sullivan, South Lyon, MI, 248-444-8125, star_hayden@hotmail.com

5473 - Flying Scot 2002. This boat is in very good shape and race-ready. It has a dark-green hull and a white topside. It has been stored inside every winter and dry sailed in the Finger Lakes. This sale includes the following things: jib and mainsail in good shape, spinnaker in fair shape, green tent boom cover, gray full hull cover, swim ladder, lifting bridle, jib sheets on seat, bow float, spinnaker halyard led aft, 12:1 vang, anchor, and a single axle trailer in good shape. **$9750**. Auburn, NY Gary Robertson, 315-857-1171, aubprinc@yahoo.com

5492 - Flying Scot 2002. Flying Scot built in 2002. Excellent condition. New side halyards & Jib halyard. Motor mount, swim ladder. **Call For Price**. Ocean City, NJ. Christopher Keenan, 609-742-6352, cjkeenan55@gmail.com

5544 - Flying Scot blt in 2004. Funky Diva! Trickout to legal limit. White on white, 2 sets of sails incl. a new spinnaker. Carbon fiber pole. Carbon fiber tiller & hiking stick. Tacktick. 2 Sailors Tailor cvrs/ mooring/towing. Alum. trailer w/ alum. mag wheels. Motor mount. V. clean & in v. good shape. **$13,000**. Clearwater, FL. Michael Roberts, 727-434-2002, mkrdc@aol.com

5712 - Flying Scot built in 2006. Lightly used. Near new condition. Beautiful navy blue freeboard/red bottom/white deck. Radical race package, Schurr Sails, Palstimo compass, rudder lift, lifting bridal, swim ladder, mast floation, full boat covers, trailex aluminum trailer, dry storage, many extras. **$14,500** Michael Maness, Lake Keowee, SC, 828-299-8177, mamaness1@yahoo.com

5791 - Flying Scot built in 2008. 50th Anniv. edition-great shape. Racing Package, trailer **$16,000** or BO Located at the Jersey Shore. Contact: Andrew Elkwood, 732-245-9250, aelkwood@hotmail.com

5803 - Flying Scot built in 2008. 50th Anniv. Model. Blue hull, white deck, red trim: displayed at Annapolis Boat Show. Family package w/ OB bracket, swim ladder/h&le, blue tent cover, rudder lift, ext., bottom paint, spares. Trailer nosewheel/jack. Very lightly used. **$14,900**. Nova Scotia, PA, Contact: Stewart Early, 610-997-5407, searly011@verizon.net

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