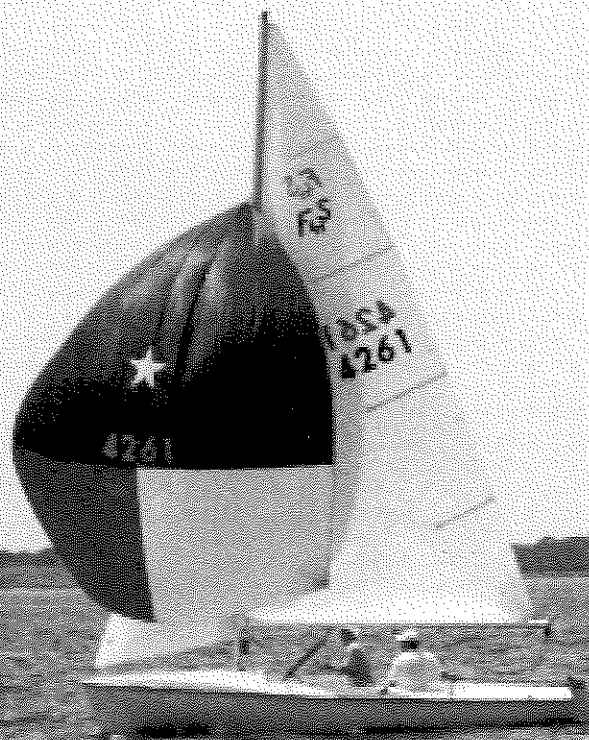


Scots n' Water

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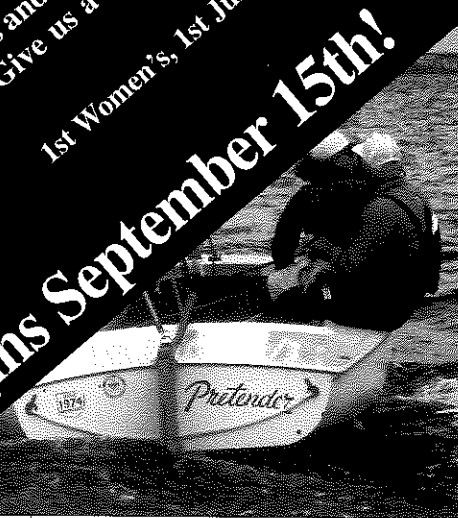
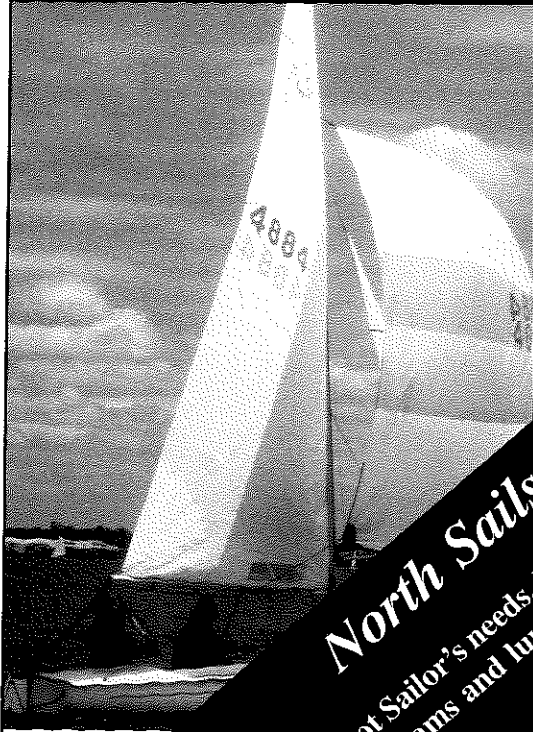
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COVER: 1995 Junior and Women's Flying Scot National big Texas success!

NOV/DEC 1995

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Scots n' Water

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At The Helm

by Dave Jacobsen, FS 4937 President

During July 1st thru July 7th, 1995 the Special Olympic World Games was held in New Haven, Connecticut. For the first time ever sailing was introduced to the games with Flying Scot and Hobie 18 participating. Special athletes and coaches from Finland, France, Martinique, Russia and the United States competed on three different levels. It was a resounding success.

SOI (Special Olympics International) stated that the sailing venue was one of the best run and organized event of all the games.

The following Flying Scot folks are to be commended for a job well done; Buzz Reynolds, Commissioner of Sailing; Bill Dunham, John Pridmore and Forest Rogers, Race Committee; Louisa Rudeen, Press; Harry Carpenter of Flying Scot Inc.;



At the helm.

Bob Neff, Chief Measurer; Greg Fisher and Brian Hayes of North Sails; and the following safety officers: John Cooke, Melanie Dunham,

Andy Fox, Joe Gulick, David W. Jacobsen, Bob Lee, Norman Luik, Larry and Michael McCarthy, Jay McNeff (who participated as a coach), Frank and Mark Riefenhauser, Dave and Adrienne Robison, Warren and Kristen Schutt, Peter and Ann Seidman, Mike Summerfield, Ed Summerfield, Hank Sykes and Dan Verdier who did double duty with his Flying Scot and Boston Whaler.

The games will be held again in 1999, possibly in Maryland, North Carolina or Canada — hopefully in Flying Scots. I am hoping that Scots will be available for training for the athletes throughout the country between now and then. Please get involved. It is an experience that will live with you for a lifetime.

Chief Measurer's Report: NAC-1995

by Bob Neff

There has been some discussion as to what constitutes adequate ground tackle. From the standpoint of seamanship the current recommendation of an 8-S or a 5-H high-tensile Danforth type anchor, with 100 ft. of line, is adequate. Other combinations of anchors, lead chain and line could be quite appropriate for a given locale. Since having an anchor aboard is required by class rules, the only factor that effects one-design racing is the weight of the ground tackle. Therefore the measurement committee believes it would be appropriate to set a minimum weight for the ground tackle. The factory standard 8-S Danforth plus 100 ft. of $\frac{5}{16}$ nylon line weighs approximately 10 $\frac{1}{2}$ lbs. The 5-H Danforth weighs about 9 $\frac{1}{2}$ with the same line. To allow for tolerances we recommend setting a minimum weight of 9 lb.

This would include the weight of the anchor, any attached chain, line and the storage container, i.e. bucket (which also satisfies the requirement for a bailer) used to stow the line.

The following addition is recommended to CMR 14: "The minimum weight for the total ground tackle (anchor, chain, line and container) shall not be less than 9 lb."

The test for the foam pads attached to the top of the main sail as discussed at the '95 Mid Winters, was performed at Deep Creek lake in June. Greg Fisher, Harry Carpenter and Bob Neff capsized a boat with a main that would accept $\frac{1}{2}$ of the flotation used by the E-Scow fleet. With the boat capsized, in 8-12 knots of wind, it had no tendency to turtle. Harry (who is the only one to get wet in this drill) swam to the top of the mast and pushed it under. It would

not stay. He then got up into the cockpit, standing on the seat back and the boat floated on its side. He then got on the mast and was able to stand approximately a foot out from the base with the boat showing no tendency to turtle. What remains to be done is to calculate the force of a thunderstorm squall, i.e. 40 to 50 knot gusts, on the bottom of the capsize hull. With this information we could then simulate the force to see if the approximately 40 lb. of buoyancy contained in the pads is sufficient to prevent the boat from turtling. If it is sufficient then we need to decide if, when and how we want to incorporate this safety feature into the class rules. We brought another modified sail for demonstration purposes at the NAC.

Letters to the Editor

Dear Editor:

First, I would like to commend you and your staff for doing a great job with Scots N' Water. I race my Scot regularly and enjoy the articles on racing and race results. I also appreciate your continuing interest in other facets of the Flying Scot community. My concern for writing this letter is with submitting materials only once a year, which is usually towards the end of the year or, even worse, at the beginning of the next year. No one wants to read about the Carolinas District Great 48 Regatta (May 6, 7 1995) on Jan. 1996. When I report district regattas and cruises in the Carolina District newsletters, the information is old news when it's published in Scots N' Water. Members who do not race are simply getting the information entirely too late. I would like to submit material to be printed in each publication to better target the entire Scot membership. Perhaps saving space in each publication for Regatta scuttlebutt in addition to yearly space for each district to give its yearly district round-up would help.

Starling Gunn
Carolinas District Gov.

Editor: Thank you for your kind comments regarding Scots N' Water and for your concern on printing timely material. The District Highlights can include regatta reports but these should be sent to me as soon as possible. I do print them as we have space. My goal is to receive at least one cruising article, perhaps boat tips or 'go-fast' techniques, fleet reports, and/or activities from each fleet for a District Highlight.

Due to budget and space limitations, not all regatta reports make it into the next issue unfortunately. I WOULD LIKE TO HAVE INPUT INTO WHAT YOU READERS WOULD LIKE. Perhaps a page with regatta results listed with the top 5 finishers. We could shorten the upcoming regattas by just listing name of regatta, date, place, contact person and then list winners. Do you feel that it is more

important to see the winners or hear about the regatta? How many competitors should be required to have results printed? What about not

doing regatta results at all? Write or fax me. Majority rules... THIS IS YOUR MAGAZINE.

Deep Creek Yacht Racing Association Nomination

The sailors of the Deep Creek Yacht Racing Association have nominated Harry Carpenter of Oakland, MD to receive US Sailing's prestigious National Sportsmanship Award, the W. Van Alan Clark, Jr. Trophy. We think Harry is an ideal candidate for this award and seek your support in order to make the strongest possible bid.

Would you take a minute to write a letter of support or to call a friend in the hierarchy at US Sailing? Your input could be the deciding factor.

Webster's International dictionary defines sportsmanship as "conduct becoming to a sportsman and involving fair honest rivalry, courteous relations, and graceful acceptance of results." We think Harry has met this ideal as a person and gone above and beyond the call of duty as the builder of Flying Scots to contribute to our local program and to One Design sailing in general. He has touched the lives of many Scot sailors around the country in positive ways that have enhanced their sailing enjoyment and performance. He embodies the Corinthian spirit.

If you write, please give examples of how Harry has contributed to you personally, your fleet, FSSA, or sailing at a national level. Please send letters to Charles Buffington, 3471 Fifth Ave., Ste. 910, Pittsburgh, PA 15213.

— Charles Buffington

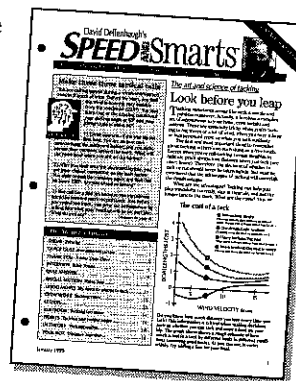
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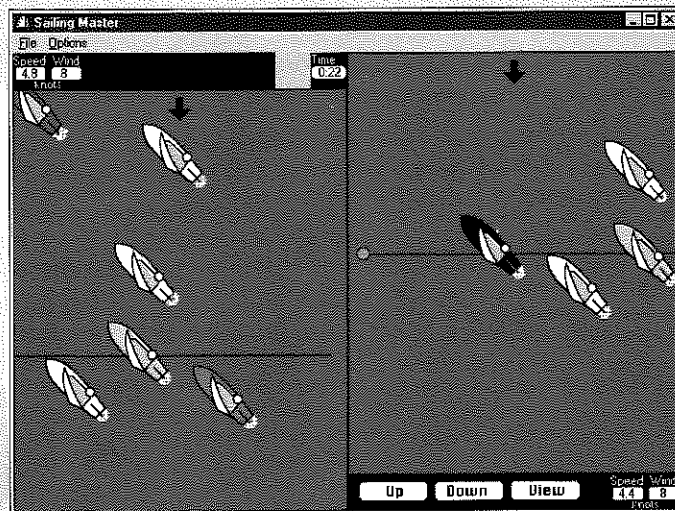


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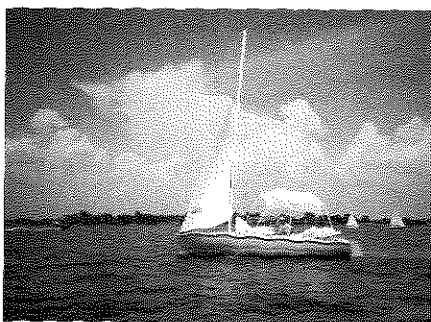
Texas NAC's: Texas Couple Wins

by Julia Prodis Sulek, FS 3935

Seeing the commotion just ahead at the leeward mark, Kelly Gough held back, slowing his Flying Scot ever so slightly.

It looked like a carnival game of bumper boats. Five Scots in a tangle, hitting the mark, hitting each other, stalled. The cursing was so loud, it was nearly audible on shore.

Gough held back patiently, then made his move.



Harry Carpenter and Bill Dunham sure had the right idea between races or during the delay at the NAC's.

Just as the boats began drifting from the mark, he sneaked in, quietly. Taking the inside lane at full speed, he shot ahead as the yelling continued behind him.

"It was like the Red Sea parted and they said, 'Come in,'" Gough's wife and crew, Heidi, said.

It was the fourth race in the 1995 Flying Scot North American Championships held at Lake Ray Hubbard in Dallas and was the turning point for the Goughs.



Ted and Florence Glass presenting Kelly and Heidi Gough with the "True Love Trophy" 1995 NAC's.

They moved from 18th to 4th in that race and ended up winning the NAC championship and piles of hardware after the five-day regatta, sponsored by the Corinthian Sailing Club's Fleet 23 based at nearby White Rock Lake — the Gough's home club.

"Sometimes things just go your way," said Gough, a favorite going into the Nationals. "It was one of those regattas when everything falls into place."

The opposite was true for Bill Draheim, who placed second at last year's championships at Toledo Beach, Mich., but finished 13th in Dallas.

"Aside from unlucky and stupid, we were also slow," said Draheim, a Texan who works for North Sails. "I'd like to think I used up an awful lot of bad luck all in one regatta."

Winds were mostly light during the mid-July regatta, blowing 3 mph to 5 mph most of the week. A couple of races were called off when winds died before the starting gun went off.

Sailors were throwing each other anchor lines to be towed back to the club when Jim Brown of Hixson, Tenn., was heard calling out to his wife, "Hold onto my ankles, Myra!" as he dived for a line that didn't quite reach his stern.

Sailors expecting hot Texas temperatures got them, surviving 95 to 100 degree days. But it was hotter that week in Chicago, which somehow seemed to console the skippers and crews.

North Sails donated plastic water bottles and GTE donated cotton handkerchiefs that were generously dunked into the lake's cool waters and wrung over heads and wrapped around necks. Bailing buckets quickly became the next-best thing to Super Soakers as water fights broke out among crews returning from the race course.

Fifty-four boats from across the country competed. Bill Ewing, who placed 9th, tailored his boat from Fair Haven, N.J., and others came from as far away as Pittsburgh, Illinois and San Diego. Twenty-four boats were from Texas.

At the end of each day, sailors relaxed on the deck of the Rush Creek Yacht Club, watching the sun set over the lake. Rolling lawns dotted with shade trees descended to the lake shore, providing spectacular viewing of the race course — especially of the women's and juniors' races that kicked off the week. The yacht club had 2 ramps and 2 hoists that kept the boats moving very fast in and out of the water each day. They also had several floating docks that gave ample room for boats to tie up for the lunch breaks at the club house between races.



(L-R): Bob New, Regatta Chairman, Mike Mittman, Social Chairman 1995 NAC's; Brad Davis, Race Committee Chairman, NAC's.

Competitors were entertained every night, drinking margaritas and listening to Mariachis one night, a rock band the next and a cocktail party at the Corinthian Sailing Club the next.

Rod Stieffel and crew Steve "Doc" Bellows, who took second place behind the Goughs, were caught lounging at poolside after the awards ceremony.

Stieffel, of Bay-Waveland Yacht Club in Bay St. Louis, Miss., about an hour from New Orleans, had pegged the Goughs at his main competition from the start.

And it wasn't a good start for Stieffel, either.

"Considering the conditions we had this week and the positions we

(Continued on page 8)

Texas NAC's

(Continued from page 7)

rounded the first mark, we're happy with second," said Stieffel, 33, who won the 1993 NAC's in Pensacola, Fla.

"Every boat that you get near, you have to look at what can make you go faster on a boat to boat basis," he said. "After rounding 20th, we crawled back one boat at a time."

Right behind him was Roland Foerster and his wife and crew, Bonnie, of Plano, Texas, who captured third place in the regatta. It was the best showing for the couple, who have been married 28 years.

In the eight times Foerster has competed in the nationals, his best showing was a 14th.

He attributes his win to a brand new boat, which was delivered by Harry Carpenter to the Foersters two days before the regatta. The grey on grey boat, FS 5060, with new Schurr sails was ceremoniously christened with a bottle of champagne next to the hoist in the parking lot as other boats were being measured in.

"We were expecting glitches, but there weren't any," Bonnie said. "It was like a fine-tuned instrument. All we had to do was hold on."

In the challenger division, an all-women crew from Dallas took first place. Skipper Roz Bowen, 54, and crew Alice Wright, 45, had stayed in the top three for most of the week. But in the last race of the regatta, they thought they might lose it all.

Confusion over a course change sent Bowen, Chris Dukeminier and Steve Branner — the leaders of the challenger division and of the last race at that point — sailing way off course. They rounded the wrong mark, before correcting themselves.

"We went from first to sixth from the end," Wright said.

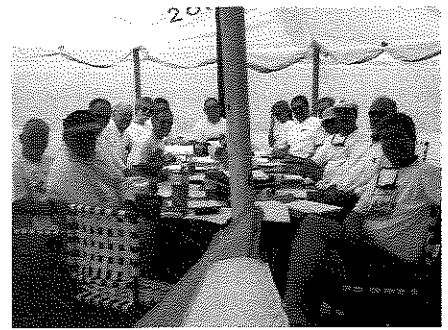
To catch up, Bowen decided to take a different tack and sailed low of the fleet. It proved to be the right move. They captured fifth in the race and first in the challenger division. Dukeminier and crew Alane Dorr of Dallas, won second and Branner and crew Martin Klapproth of South Charleston, W. Va., took third place.

Ted and Florence Glass, who won first place in the seniors division, presented the "True Love" trophy to the Goughs as the highest-placing married couple.

"It's called the true love trophy because it takes true love to sail together," said Florence, from Mt. Vernon, Ill.

Regatta Chairman Bob New and social chairman Michael Mittman handed out trophies to the top 10 finishers in both championship and challenger divisions. Winning sailors collected silver trays etched with a Flying Scot under spinnaker and black gym bags embroidered with the Flying Scot logo.

Principle race officer Brad Davis kept the races running smoothly, despite fading winds that caused a couple of postponements.



Board of Gov. meeting at the NAC's.

Fleet 23's Joni Seifrick kept track of registration and administration while Bob Harrington measured in the boats. Gough and Scott Mauney brought in sponsors, including Ullman Sails, Fowler Sails, Inc., The Sailors' Tailor, Panda Embroidery, which donated embroidered ball caps, and Starboard Software, maker of SailingMaster computer game.



Championship Division Winners NAC 1995.



Challenger Fleet Winners NAC's 1995.

Texas NAC's

(Continued from page 8)

OFFICIAL RESULTS
Rush Creek Yacht Club, Dallas, Texas

CHAMPIONSHIP DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	4545	Kelly & Heidi Gough Coppell, TX	0.75	4	0.75	0.75	0.75	7
2	5007	Rod Stieffel, Steve Bellows New Orleans, LA	4	0.75	4	4	2	14.75
3	5060	Roland & Bonnie Foerster Plano, TX	6	3	10	6	15	40
4	5001	John Meredith, Tony Kaminski Pittsburg, PA	23	6	3	5	4	41
5	4271	Richard Wade, Madison Barnhart Dallas, TX	2	5	2	18	16	43
6	5019	Harry Carpenter, Bill Dunham Oakland, MD	7	10	6	2	21	46
7	4943	Charlie & Andy Butler Westlake, LA	13	7	7	3	17	47
8	3605	Jerry & Sunshine Hartman Champaign, IL	12	8	14	8	11	53
9	4246	Bill Ewing, Kris & Diane Smith Fair Haven, NJ	25	2	13	7	13	60
10	4317	Scott Self, Red Dog Jones Dallas, TX	11	11	22	12	5	61
11	4510	Larry Taggart, Carrie Haydel New Orleans, LA	21	14	5	9	14	63
12	4497	Mike & Kate Linck Canfield, OH	16	15	11	15	8	65
13	5004	Bill Draheim, Jeff Progelhof Rockwall, TX	19	19	15	10	3	66
14	3265	Scott & Natalie Mauney Dallas, TX	5	17	29	13	6	70
15	4800	Brian Pace, Flick Baugher Galloway, OH	8	16	9	19	20	72
16	4261	Pat Manicchia, Tres Andrews Dallas, TX	3	26	16	25	12	82
17	4017	Don & Sharon Wright Little Rock, Ark	15	22	8	14	29	88
18	2714	Tom Miller, Lisa Wilkenson Rockwall, TX	26	9	12	16	30	93
19	4700	Barry Moore, Steve Ohims Manchester, MO	17	20	21	17	18	93
20	1436	Jeff Perna, Bill Cantrell Dallas, TX	10	21	19	11	32	93
21	4109	Jerry & Granny Dees Fairhope, AL	29	11	28	20	7	95
22	925	Paul Harvener, Greta Black Dallas, TX	18	13	18	24	26	99
23	4825	Virney Sweeney, Lilli Ingrassi Remsenburg, NY	14	25	24	27	9	99
24	1085	John Payne, Tom Forgue Garland, TX	20	24	26	22	10	102
25	4884	Bob Neff, Melanie Dunham Edgewater, MO	28	18	17	21	22	106
26	4211	Danny Terry & Daniel Kolenich Spanish Fort, AL	9	23	25	30	27	114
27	3916	Bill & Millie McVey, Mary Conwell Fair Oaks Ranch, TX	22	31	20	26	19	118
28	4291	Ed & Eddie Lockey Dallas, TX	24	27	27	29	24	131
29	4296	Jim Harns, Mark Aljets Des Peres, MO	27	29	32	23	25	136
30	4470	Joni & Robyn Seifrick Dallas, TX	31	30	23	32	23	139
31	3882	Felicia Bamer, John Sepansk Manchester, MO	30	28	32	28	28	146

CHALLENGER DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	4757	Roz Bowen, Alice Wright Dallas, TX	0.75	8	2	0.75	5	16.5
2	837	Chris Dukeminier, Alane Dorr Dallas, TX	9	0.75	0.75	2	9	21.5
3	4348	Steve Branner, Martin Klapproth S. Charleston, WV	3	2	3	4	18	30
4	4647	Jim & Myra Brown Hixson, TN	4	9	6	12	0.75	31.75
5	GYA 10	Teri Swift, Kathy Pennewitt Atmore, AL	2	4	16	10	6	38
6	3856	Michael Mittman, Bob New Dallas, TX	7	15	14	7	2	45
7	2068	Charles & Nancy Fowler Miami, FL	5	12	7	11	12	47
8	3935	Chris & Julie Prodis Sulek Dallas, TX	8	13	8	3	15	47
9	4530	Larry Klick, Megan Doran Minneapolis, MN	11	14	15	6	4	50
10	4619	John Fridmore, Dave Jacobson Mamaroneck, NY	21	7	5	8	10	51
11	3577	John & Suzie Domagala Bloomington, IN	6	5	23	5	13	52
12	4689	Bob Harrington, Ardis Good Garland, TX	16	6	4	18	14	58
13	4500	Mike Milkeska, John Diggins Dallas, TX	10	10	13	24	7	64
14	1263	Steve Comen, Bill Schnellinger Plano, TX	12	3	20	13	17	65
15	3929	Bill Vogler, Estrella Barrett Bloomington, IL	18	17	9	14	8	66
16	303	Brian Dixon, Rudy Frugre Lafayette, LA	20	18	12	16	3	69
17	3099	Bernie Knight, Chuck Bencik Hudson, OH	17	11	11	19	21	79
18	4493	Frank Richards, Ford Yandel Dallas, TX	13	19	10	20	19	81
19	4777	Ted & Florence Glass Mt. Vernon, IL	14	16	21	24	11	86
20	1199	Pat Shields, Debbie Castle Seabrook, TX	15	22	22	9	22	90
21	1725	James & Kay Calvert Emporia, KS	22	20	19	15	16	92
22	3029	Donald & Charlotte Hoyt Keyser, WV	19	21	17	21	24	102
23	4496	Allen Tuell, Harlan Thatcher Dallas, TX	24	24	18	17	20	103

MASTERS DIVISION

Place	Sail	Name and Home Town	1	2	3	4	5	Total
1	4777	Ted & Florence Glass Mt. Vernon, IL	0.75	0.75	2	2	0.75	2.25
2	3029	Donald & Charlotte Hoyt Keyser, WV	2	2	0.75	0.75	3	3.5

The Junior NAC's

by Sunshine Hartman

A postponement, drifting around for a while to wait for the wind, and finally a delayed start, did not phase the three junior boats competing at this year's NAC's. Once the 17 boats with the women competitors cleared the line, there was plenty of room and fresh breeze. Michael Manicchia, with crew John Hammond got the start and lead the race with Clark Miller and crew Kenny Morris in hot pursuit, just ahead of Scott Self. It was battle all the way to the finish with Manicchia prevailing. Both Manicchia and Miller had Texas spinnakers which made a beautiful site when they were going downwind (see cover photo).

The winds lightened as the temperatures went up for the start of the second race. The two Texas spinnakers, once again battled each other, the temperatures, and the no wind factor with Miller being victorious. The third race was cancelled.

This is a great event to get juniors involved in the Flying Scot



Junior NAC's winners.

family. As I watched the racing from a spectator boat that John Payne graciously lent us (it had a motor, and sails), I was with both Clark and Michael's dads. They were both so proud and pleased that their children were in boats that they loved, that they had joined the Flying Scot fam-

ily, done so well, and looked so good! This is our next generation coming up, it won't be long until we could be seeing the back of their boats!

Juniors Results

PLACE	SAIL #	NAME	HOMETOWN	POINTS
1	12714	Clark Miller, Kenny Morris	Rockwall, TX	2.75
2	4261	Mike Manicchia, John Hammond	Dallas, TX	2.75
3	4317	Scott Self	Dallas, TX	7

Womens Results

PLACE	SAIL #	NAME	HOMETOWN	POINTS
1	4619	Melanie Dunham, Lilli Ingrassi	Pawling, NY	1.5
2	4246	Eileen Ewing, Diane Smith, Jennifer Holland	Fair Haven, NJ	5
3	4757	Roz Bowen, Alice Wright	Dallas, TX	8
4	1085	Jane Allen, Granny Dees, Carie Hydal	Panama City, FL	8
5	GYA 10	Kathy Pennewitt, Teri Swift	Atmore, AL	10
6	3882	Felicia Barner, Shannon McGrail	Manchester, MO	13
7	3605	Ellen Fitzgibbon, Cylle Rowell, Suzie Domagala	Panama City, FL	14
8	4470	Joni & Robyn Seifrick	Dallas, TX	16
9	4545	Carol & Heidi Gough, Shannon Sucre	Bedford, TX	17
10	5007	Pam Schurr, Bonnie Foerster, Estrela Barrett	Pensacola, FL	18
11	3935	Julia Prodis Sulek, Natalye Mauney	Dallas, TX	21
12	1199	Pat Shields, Debbie Castle	Seabrook, TX	26
13	3856	Greta Black, Alane Dorr	The Colony, TX	28
14	2714	Paula Schnepp, Lisa Wilkinson	Dallas, TX	29
15	4689	Gina Grant, Cathy Cavendish	Dallas, TX	29
16	4647	Myra Brown	Hinson, TN	30
17	4530	Megan Doran	Dallas, TX	36

Turnout at Women's Nationals One of the Biggest

by Julia Prodis Sulek, FS 3935

The anticipation was tremendous. The women of Fleet 23 in Dallas had been preparing for weeks for the women's race at the Flying Scot North American Championships.

We were the regatta's host fleet, after all, and as fleet secretary Joni Seifrick said, "We women have to have a good showing."

From the docks of the Corinthian Sailing Club on White Rock Lake, we started matching up skippers and crew in early spring. Finding crew was easier than finding skippers — some women had mostly crewed for their husbands or boyfriends and were a little reluctant to take the helm.

But I couldn't wait. I felt prepared. Before I moved to Dallas a year ago, I had taken sailing classes at the Detroit Yacht Club for two summers on club-owned Flying Scots. (There, I had fallen in love with my sailing instructor. I didn't marry him just for his Flying Scot, but I was blissful when he moved down to Dallas with his Scot in tow last spring.)

I had weaknesses for sure. I tended to pinch on windward legs, sail off course when launching the spinnaker and, when in doubt, assume I had the right of way. I also had fantastical delusions that if I were out in front I wouldn't know where to go.

With that in mind, I was thrilled when Natalie Mauney agreed to be my crew. I had met her on a cold, rainy Sunday last winter when the race committee said it was too cold to set a course. But there she was, outfitted in red foul weather regalia right down to the boots, itching to race with her husband, Scott, on the helm. I, on the other hand, was finding excuses not to race. My toes had turned to icicles in my Top Siders just standing in the club house.

Natalie and Scott raced that day against two other crazed sailors.



Women competitors and winners, 1995 NAC's.

And since that day I have been in awe of her.

So when she said she was free to crew for me in the Nationals, I practically fell off the dock.

We were able to muster 18 women — nine boats — to commit to the Nationals. And our Fleet 23 male counterparts were committed to us.

Kelly Gough, who ended up winning the Nationals this year with his wife, Heidi; Roland Foerster, who won third place; and Richard Wade, who took fifth, tutored us for four Saturdays.

They talked about keeping the boat flat, pulling in the mainsheet tightly and marking jib sheets with a pen preset the estimated trim.

We clung to every word.

We practiced tacking, spinnaker sets and starts on the lake.

I felt confident with Natalie as crew. We both have low-key personalities and talked out everything we did. If we did it wrong, we talked about why.

It was a nice change from sailing with our husbands, which at times can

get a little personal, shall we say.

Then came the big race.

Many of the Fleet 23 women joked that they had a few goals in mind: 1. Have fun; 2. stay upright; 3. finish the race.

I joked along with them, but in my heart of hearts I wanted more. I dreamed that maybe, just maybe, I'd catch a wind shift of my own and beat the fleet.

Seventeen boats were at the starting line — perhaps the largest turnout for the women's race at a nationals. I was glad I didn't know the competition beforehand.

Pam Schurr, of Schurr Sails, was in from Pensacola, Fla., and Jane Allen and Ellen Fitzgibbon had flown in from Panama City, Fla. Melanie Dunham from Pawling, N.Y., who took third place last year, and Eileen Ewing from Fair Haven, N.J., were all lining up at the start.

The course was set right off the Rush Creek Yacht Club. Spectators had a great view from shore and boats full of cheering husbands and

(Continued on page 12)

Texas District Reports Fleet 67

by Bill McVey, Fleet Captain

Fleet 67 is located on beautiful Canyon Lake 40 miles north of San Antonio. Canyon Lake is a Corps-made lake, built in 1967. It is about 8000 acres and at places is over 100 feet deep. We typically have 10-20 mph of wind except for a few summer days, when we might have none until late afternoons. The water is a beautiful deep green; all of our Texas contacts love coming here to sail.

There are three yacht clubs on Canyon Lake; Fleet 67 is hosted by the only private club of the three, Lake Canyon Yacht Club. It is also the only club that has dinghy racing. Much of this club and all of the other two consists of keelboats and keelboat racing.

Fleet 67 was originally formed around 1968 with about 7 or more boats, and apparently conducted some very active racing. Many of the original sailors have moved "up" (?) to keelboats and the Flying Scot activity had dwindled considerably, to the point of losing the charter a few years ago.

In 1992, we started a revitalization push, and I'm happy to report that of the seven Scots at the club, five are members in good standing of the

FSSA. We have regained our charter and are continuously trying to increase our Flying Scot activities. Of the five members, only two are currently racing (Thank goodness for the Portsmouth rating system . . . better than no racing at all!), my wife Millie and I, and newcomers Rick and Joan Bullock in FS1938. We are having a great time, and are confident we'll have our own fleet of at least three Scots racing before much longer.

Our other members all actively sail and enjoy the breezy conditions on Canyon Lake. Our Scots provide the most stable dingy sailing possible; the perfect boat for racing OR day-sailing in this area. Our other Fleet 67 members are Frank and Leigh Gittenger in FS2887, Nelson Miller in FS1134, and Todd Derkacz and Betsy Robertson in FS2599.

Fleet 67 hosted the 94 Texas Districts last August. We had only nine boats, mostly our friends from Dallas, but the weekend was a big success, and sparked much interest in the Flying Scot.

The grand event of the year on Canyon Lake is our two-weekend Wurstfest Regatta. The first weekend

is for dinghies...we usually get close to 100 boats, Sunfish, Lasers, etc. and 10-12 Flying Scots. The 2nd weekend is keelboats and multihulls, typically another 75-100 entrants. It's great sailing, usually more than enough wind, and plenty of good-timin' goin' on.

We would like to invite any and all to come on down and join the fun at "Wurstfest" (There is a big festival going on in New Braunfels, 15 miles away during this time from which the regatta gets its name). It would be great to see 20+ Flying Scots scooting across beautiful Canyon Lake.

Y'all come now, ya heah!



Turnout

(Continued from page 11)

friends motored nearby.

"My grandma, my brother, my dad, everyone came to watch," said Seifrick, the backbone of Fleet 23.

I could see my husband, Chris, in his red shirt waving from shore. Taking my hand off the main sheet, I waved back.

The gun fired and off we went.

We had a great start. At the pin end and near the shore, we rocketed forward. From our vantage point, we looked ahead of the pack. Everyone else was closer to the windward

mark, but it didn't seem to matter. We were flying.

I remember taking someone up around the leeward mark. It was an ego thing.

"I'm taking you up! I'm taking you up!" I yelled as the other boat made a slow, wide turn around the mark. It felt good to be dominating the mark rounding, but then I felt bad when I realized they were struggling with their spinnaker and avoiding another boat was the last thing they needed. We were just out here for fun, right?

Natalie was great crew, keeping everything in order and launching the

spinnaker smoothly. We had no crises.

Dunham and her crew, Lilli Ingrassi, took first; Ewing and crew Diane Smith and Jennifer Holland won second and Fleet 23's own Roz Bowen and Alice Wright, won third.

We finished 10th in the first race and 11th in the second. Amazingly, despite my delusions of grandeur and competitive nature, I was quite pleased with our finish.

We had stayed upright, we finished the race and we had a great time. I realized those aren't such modest goals after all.

Texas District Reports

Afterthoughts on the North Americans

by Bob New, FS 3856

The 1995 NAC's are history. Fleet 23 in Dallas hosted the event at Rush Creek Yacht Club on Lake Ray Hubbard. Fifty four boats registered, representing fleets from Florida to Connecticut to California. We partied, we drifted, we partied, we met, we partied. That's how the week went and a good time was had by most...

Here are some scattered thoughts on running the NAC's that can be used for any regatta. Start early with your planning. Get good people on your team. Delegate everything.

We had five major areas of responsibility, each headed by a member of the "Executive Committee":

Administration - publicity, registration, scoring, t-shirt sales

Sponsorship - fund-raising, freebies, banners and sponsors

Racing - measuring, judges, instructions, race committee and equipment

Trophies - trophies and t-shirt design and production

Social - Meals, meetings, entertainment

Each was responsible for recruiting help, arranging facilities and sticking to a budget. It worked well.

Pay attention to people. My friends back in North Carolina will remember me as the guy who put the 'social' back into the "Oriental Sailing Social"... well, we did the same for the NAC's. The social schedule deserves as much credit for the success of an event as the sailing and knowing that the sailing could be less than memorable in July, we decided to be aggressive. Live music, coordinated with dinner themes gave the event a distinctive regional flavor. Through careful management and negotiation we were able to provide live entertainment three evenings during the week.

Schedules should be flexible. At the suggestion of FSSA President

Dave Jacobsen, we took advantage of several "on shore postponements" to work in the Board of Governor's meeting and the FSSA Annual Meeting. This allowed our evenings to be free for social activities. We should have also modified our sailing schedule to fit the unusual wind pattern that settled on us for the week, but that is 20/20 hindsight.

Get the most from your freebies and trophies. We had a number of items from sponsors to give away. We spread those through the week, having a drawing of boat numbers each evening at the social event. This was combined with recognition trophies for each day's results. Individual race winners were given a Texas shaped plaque with a shotgun shell imbedded to represent their 'bullet.' Crews received shotgun shell key chains. The daily recognition provide a focal point for the evening and helped cut down on the length of the final trophy presentations.

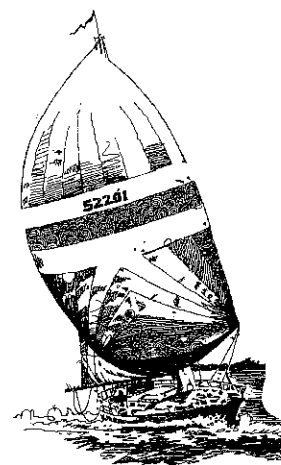
The trophies were also carefully thought out to cover all situations. There was much discussion over practical items versus mantelpiece dust collectors. Our compromise met both needs and gave us maximum flexibility. Each winning boat received one silver plate and two sport bags. This worked well to cover three-up boats. The plates were engraved with the name of the permanent trophy associated with the place. The bags were embroidered with the division and place. We went ten deep in both Championship and Challenger divisions with all places receiving identical trophies. The silver plates were also given as keeper trophies for the various special trophies as well as to recognize the host club, principle race officer, etc.

Just a thought...should we appoint a committee to take a look at renovating and/or retiring some of our perpetual trophies? Several are missing, others are in bad shape and several have lost their relevance to the class.

Everything is negotiable. Ask for deals. The restaurant chosen for the annual dinner agreed to provide a band as well as some freebies for door prizes. A local tent company agreed to put up a canopy (with advertising) when they learned there would be back to back regattas at the club. The company printing our t-shirts agreed to accept a minimum order and leave the design set up to run additional shirts after registration. This helped us reduce our risk. Several sponsors were attracted by the "brochure" we published including maps and schedules. Ask everyone for support in money first, then merchandise and price breaks.

Another aside...Should we appoint a committee to pursue a permanent underwriting sponsor for the NAC? This would reduce the financial strain on the host fleet. Rayban...Sebago...Land's End...Harken? Nike?

With good planning even the hosts of a regatta can have fun and enjoy the festivities!



Michigan-Ontario District Reports

First Annual Crystal Ball Flying Scot Invitational

Fleet 41, Crystal Sailing Club

by Steve Last, FS 4979

The Crystal Ball was truly a ball for the 14 participants from 5 fleets in the Michigan-Ontario District, August 5 and 6, 1995. The predictions for great sailing and competition came true except for the wind on Saturday. The first race was abandoned due to drifter conditions as the first boat failed to finish within the 1.5 hour time limit. After the race committee postponed the second start for 30 minutes, a light wind filled in on the lake. Crystal Sailing Club's own Kent Davis and Steve Last finished 1 and 2 in race two. Chuck Alday from Portage Yacht Club picked up the win in race 3 with Jim Jabczewski from Lake Orion

crossing the line second. Thanks to Charlie and Joan Clarke, a great dinner was enjoyed by all Saturday evening.

Sunday morning arrived with an overcast sky and a fresh easterly breeze. In race 4 Kent Davis took the top spot again with former C.S.C. sailor Doug Christensen finishing number two. In race 5, Portage Yacht Club sailors Fritz Wagner and George Kunkle got great starts and

never looked back. Overall, the top five finishers were as follows:

Congratulations to Kent Davis, Fleet 41, Crystal Sailing Club, 1995 Michigan-Ontario Champion, and to Fleet 20, Portage Yacht Club, 1995 Michigan-Ontario Champion Fleet. The Crystal Ball for next year shows a great number of Flying Scot enthusiasts enjoying another great regatta in an outstanding one-design class boat.

PLACE	HULL #	SKIPPER, CREW	POINTS	FLEET
1	1726	Kent Davis, Freyja Davis, Shelly Davis	11.5	41
2	1190	Doug Christensen, Al Jensen	16	20
3	4852	Chuck Alday, Teresa Alday	19.75	20
4	3228	Fritz Wagner, Bill Wagner	19.75	20
5	4979	Steve Last, Bonnie Walthorn, Lisa Taylor	20	41

Acrylic covers last "Twice as Long"?... Twice as long as what?

Here are the simple facts:

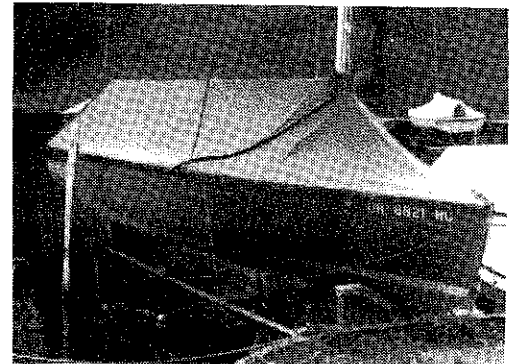
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1995 New England District Championship

by Jennifer Montello, Fleet Captain, Fleet 11

Forty-three Flying Scots from Massachusetts, Connecticut, New York and New Jersey gathered in Rockport MA to compete in the New England District Championship, hosted by Sandy Bay Yacht Club on July 29-30. Paul-Jon Patin of Blue Point, NY, with crew Mark Washeim finished first in the final race to win the regatta. Ned Lawson and crew Charlie Willauer from Duxbury finished second, missing first by less than 1 point, and Graham Hall finished third.

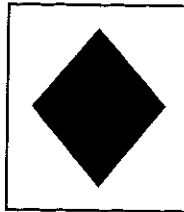
Rockport is a lovely location for sailing on the ocean. With land protecting Sandy Bay on three sides and a granite breakwater to the east, the waves rarely become overwhelming. Sandy Bay Yacht Club, founded in 1885, emphasizes racing. Currently there are 19 active racing Flying Scots in Fleet 11. In addition to Scots, the club has racing fleets in Stars, Rhodes 19, Bullseyes, Lasers, 420's, and Optimists. The junior sailing program is quite active with 240 participants this summer, many of whom volunteered to help with or competed in the Scot regatta.

Race conditions on Saturday were a blustery 18-22 knot southwest wind. The first race had two general recalls, with tide pulling boats in the middle of the starting line over early, thus the "I" flag rule was invoked. In the third attempt, the race was started, with Graham Hall winning. Following lunch on the water, the second race was held, with Ned Lawson taking top honors. Gusty winds led to some gear breakdowns and capsized boats, but with the support of spectator and safety boats, every one returned to shore safely. The wind lightened later in the afternoon as the third race began, but the threat of a violent thunderstorm led to its abandonment. The

(Continued on page 16)



Leeward mark rounding with a lobster boat.



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New England

(Continued from page 15)

weather front passed, storms safely to the south, so with boats packed up for the evening and the participants enjoyed a cocktail party and barbeque rib dinner.

Sunday brought slightly less breeze, with a comfortable 10-15 knot northwest wind. Tide played a large role, with the boats following the coast out pacing those playing the wind shifts. Ned Lawson won the first race on Sunday. The leeward mark rounding was particularly interesting with a moving obstruction, a.k.a. a lobster boat, within 3 boat lengths of the mark. The final race of the regatta was won by Paul-Jon Patin, with a local boat finishing second, sailed by Sean Greely, Jay O'Malley, and Shawn Orloff.



Gybe mark rounding in 1995 NE District Championship.

The participation of 43 boats was a great turnout and made for exciting racing; recent history cannot recall higher participation in a N.E. District Championship. Of note is the sportsmanship and camaraderie among the Flying Scot racers, which

made it a fun event. Special thanks to: Dick Wilkinson, Race Committee Chair; Steve Engel, Principal Race Officer; Ron Petoff, Club Manager, and the many volunteers who helped make the event run smoothly.

1995 Flying Scot New England District Championship

SAIL	BOAT NAME	SKIPPER	CREW	CREW	FLEET DISTRICT	#1	#2	#3	#4	TOTAL	PLACE
4969	Yertie	Paul-Jon	Patin	Mark Washeim	173 GNY	2	4	3	0.75	9.75	1
2879	Wraith	Ned	Lawson	Charlie Willauer	124 NE	3	0.75	0.75	6	10.5	2
4945	Irish Rover	Graham	Hall	Spike	At Large	0.75	7	2	5	14.75	3
4895	Contraption	David	Ryan	Taylor Smith	124 NE	5	2	6	11	24	4
4096	Prime Interest	Forest G.	Rogers	Melanie Durham	177 GNY	12	5	7	3	27	5
3290	Missfit	Dan	Waltuck	Trista Beard	76 NE	8	9	14	7	38	6
4619	Blue Eyes	John	Pridmore	Trevor Dewey	7 GNY	13	6	8	17	44	7
1294		Sam	Butterfield	Mat Hoaglund	156 NE	20	8	9	8	45	8
4108	Toccata	Hank	Sykes	Andy Sykes	142 GNY	4	17	16	9	46	9
1557	Quest	Gregory	Kampf	Peter Kampf	76 NE	9	12	12	14	47	10
1635		Randy	Rubinstein	Scott Rubinstein	76 NE	7	11	11	22	51	11
2363		Gary	Werden	Ben Pierce	76 NE	10	14	18	10	52	12
4555	Tenacia	Skip	Montello	Jennifer Montello	11 NE	6	10	23	15	54	13
3800		Sean	Greely	Jay O'Malley	11 NE	16	44	5	2	67	14
4280	Scars & Gripes	Helene	Heisenbuttel	Walter Heisenbuttel	142 GNY	14	20	15	20	69	15
4508	Sunshine	Joe	Gulick	Patti Gulick	142 GNY	17	44	10	4	75	16
4499		Ted	Lawson	Jack Donahue	124 NE	11	19	13	44	87	17
534		Dave	Osler	Bill Dylenski	7 GNY	25	18	20	24	87	18
1777	Amaranth	Tim	Mallette	Harold Mallette	11 NE	15	44	17	13	89	19
314	Pi	Charlie	Clark	Brad Dickinson	11 NE	34	15	29	12	90	20
2266	Breezing Up	Tom	Kolterjahn	Linda Kolterjahn	11 NE	27	25	26	16	94	21
6		Jim	Cavanaugh	Jay McNeff	76 NE	44	3	4	44	95	22
3980		Bob	Flynn	Joe DeCarlo	76 NE	24	24	21	27	96	23
471		Kenneth	Wright	Peg Wright	11 NE	22	21	37	18	98	24
3720	Thor Tush	Bob	Lee	Dave Quirk	177 GNY	28	26	25	21	100	25
5034		Josh	Hoerner	Tom Woods	11 NE	33	16	22	32	103	26
2618	Millenium Falcon	David	O'Brien	Anita Verheul	11 NE	26	30	27	26	109	27
964	True Colors	Bill	Faircloth	Tiger Faircloth	142 GNY	21	44	24	23	112	28
3868		Steve	Young	Bill Young	157 GNY	19	22	30	44	115	29
3806	Mist	Dennis	Debut	Bruce Fitzpatrick	76 NE	44	13	19	44	120	30
2444	Mojo	Art	Bookstein	John McTigue	11 NE	18	44	33	31	126	31
2924	Horizon	Marilyn	Evans	Glenn Warren	11 NE	44	27	28	28	127	32
3662	Over-draft	Randy	Williams	Peter Noonan	169 NE	32	28	38	30	128	33
1405	Anoush	Margot	Hintlian	Jim Hintlian	11 NE	30	31	34	33	128	34
1164		Bob	Jackson	Anita Parillo	105 NE	29	44	31	25	129	35
4254	Espresso	Peter	Seidman	Ann K. Seidman	161 NYL	23	23	44	44	134	36
845	Pretender	Scott	Folger	Nancy Lubas	11 NE	44	44	32	19	139	37
680		Phil	Powers	Sam Powers	11 NE	31	29	35	44	139	38
1781		Betty	Lynch	Lori Montello	11 NE	37	34	41	34	146	39
1499	Allegro	Chuck	Nicolosi	Linda Wieditz	11 NE	36	32	39	44	151	40
1951		Anna	Farrenkopf	Katherine Bovton	11 NE	35	33	40	44	152	41
3262		John	Yasaitis	Holly Yasaitis	11 NE	44	44	36	29	153	42
4347	Windy Daze	Dick	Wilkinson	Maureen Wilkinson	Courtney Wilkinson	11 NE	44	44	44	176	43

Storm Warning

by Dan Goldberg, FS 4761

A number of boats (large and small) capsized during a thunderstorm on our lake one weekend this summer. Fortunately, no one was injured, although some boat rigging was damaged. We were one of the few boats that managed to stay upright during the storm.

What we did right: As soon as the race was abandoned, we all put on our lifejackets. We then headed back to the dock. When we realized we couldn't make it before the storm hit, we took down the sails, removed the boom from the mast and stowed it under the deck. We then threw out our anchor, which safely held the boat until the storm passed. We then hoisted anchor, raised sails and sailed back to the dock.

Even though we made it back safely and undamaged, in hindsight there were some things we should have done differently.

What we learned: 1. We saw the storm coming (big black, ugly clouds) at least 10 minutes before the race committee abandoned the race. We should have bailed out early and headed back to the dock. This is no time for guts or valor. Storms are life threatening in a boat.

2. We should have lowered the sails **BEFORE** the first sign of increased wind. The downdrafts from thunderstorms are sudden and forceful. There is generally not enough time to lower sails after the first downdraft hits.

3. We hadn't used the anchor in three or four years, and the anchor line did not run freely. We should have gotten the anchor out, checked the line, and tied it on (ready to drop) well before we actually needed to drop it.

Thunderstorms are not something to mess with, and it is usually futile to try to outrun them. It is better to be conservative and drop sails early. Even if for some reason the storm bypasses you, it is better to sit there under bare poles looking silly than to risk a capsize.

4. Finally, we realized that we had never actually practiced what to do. We all practice tacking and jibbing, but not the needed steps to prevent capsizing. Next time we sail, we plan to do a timed "thunderstorm practice" i.e. 1. put on lifejackets, 2. get out the anchor and tie it to the bow, 3. drop the sails, 4. stow the boom, 5. tie down the jib (on a Flying Scot, it will hoist itself in very strong winds) and 6. drop anchor.

Safety is always the best policy. We cannot control the weather but we do have decisions that can minimize danger. Good, safe sailing to everyone.

Midwest Aquatics

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Second Annual Sandy Douglass Memorial by Al Thagard

The second annual Sandy Douglass Memorial Regatta was held on Deep Creek Lake in Western Maryland on July 29th and 30th 1995. The Flying Scot Inc. boat factory is located at Deep Creek and a number of regatta participants took the opportunity to visit the plant before the races. Fifteen boats from off the lake raced in either the championship or challenger competition. The results and pictures are enclosed.

Some of our visiting racers stayed with local hosts, while others camped at Deep Creek Lake State Park (on the water) or on the grounds at Deer Haven Yacht Club at water's edge. Still others stayed at nearby motels and everybody enjoyed the newly enlarged facilities at Turkey Neck Yacht Club. "Mountain John" sang and played his guitar on Friday night while we enjoyed kielbasa and sauerkraut and other treats and cool beverages. Breakfast was provided before the races on Saturday and Sunday and lasagna dinner was served on Saturday night. A delicious lunch



Sandy Douglass Memorial Regatta - 1995 Championship Fleet right after start.

spread was served on both race days.

Deep Creek Lake is located in the mountains at an elevation of about 3000 feet. This ensures cool, comfortable evenings regardless of daytime highs; but the winds are very unpredictable and always fluky. Saturday's winds started out strong and intensified as the day went on. The light air on Sunday contrasted sharply with Saturday's Force 5.

Seven places were awarded in the championship division in addition

to the traditional monkey awarded to the skipper just out of silver, while five places were given in the challenger category. Judy Cronenberg accepted the monkey award.

Flying Scot sailors are reminded to keep the Sandy Douglass Memorial Regatta in mind when setting their 1996 schedule of events to attend. This regatta will be held again on the last weekend of July. Contact Al Thagard at 412-882-8490 for a registration form and additional information.



Sandy Douglass Memorial Regatta - 1995 Downwind.

1995 Sandy Douglass Memorial Invitational Regatta Championship Fleet

SKIPPER	SAIL #	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL	CREW	HOMETOWN
1 Harry Carpenter	5019	4	0.75	3	0.75	6	14.5	Carrie Carpenter	Oakland, MD
2 John Meredith	5001	2	2	2	10	0.75	16.75	Barbara Meredith	Pittsburgh, PA
3 Allison Felix	2589	0.75	3	6	8	3	20.75	Dick Gregory	Boswell, PA
4 Mike Gaizauskas	2959	9	5	4	4	2	24	Tom Schwartz	Mechanicsburg, PA
5 Jack Carpenter	4987	6	7	5	3	5	26	Sally Carpenter	Pittsburgh, PA
6 Don Griffin	2259	7	9	7	5	9	37	Barbara Griffin	Pittsburgh, PA
7 Joe Thorpe	4104	14	4	0.75	7	12	37.75	Kevin Thorpe & Bill Russell	Milfstown, NJ
8 Peter Salmon-Cox	3524	8	6	8	13	4	39	June Schneider	Millersville, MD
9 Bill Cronenberg	4716	15	8	11	2	8	44	Judy Cronenberg	Allison Park, PA
10 Bernie Knight	4115	11	11	10	6	7	45	Barbara Elster	Hudson, OH

Challenger Fleet

SKIPPER	SAIL #	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL	CREW	HOMETOWN
1 Ed Peters	3240	0.75	2	2	7	2	13.75	Ted Rissell	Hagerstown, MD
2 John Frank	4724	6	3	4	0.75	0.75	14.5	Gary Schubert	Pittsburgh, PA
3 Moe Willey	3401	3	0.75	0.75	10	3	17.5	Jay Hegeman	Frostburg, MD
4 Alan Armstrong	2901	7	6	3	4	6	26	Jeannette Armstrong	Johnstown, PA
5 Charlie Armitage	3909	4	5	7	6	5	27	Bill Tingle	Leechburg, PA
6 Stan Miley	4637	8	9	6	2	4	29	Jim Bartlett	Portsmouth, VA
7 Al Thagard	4606	5	7	8	3	7	30	Jean Thagard	Pittsburgh, PA
8 Frank Wolfie	160	9	8	5	5	10	37	Joan Wolfie	McLean, VA
9 Jim Mitchell	870	12	11	9	8	11	51	Nex Time	Harrisburg, PA

**When your Scot heels over and the mast drops in . . .
Who you gonna call?**

TURTLE BUSTERS!!

by Harry Carpenter, FS 5019

"Turtle Buster" is a nickname for the mainsail flotation we have been experimenting with recently. We all know that the Flying Scot is incredibly stable and that capsizing only happens in the extreme conditions. When it does capsize, the Scot is not a problem to rescue as long as it stays on its side and does not turtle or let the mast bury itself in the bottom. This is true with other classes as well. Some of the scow fleets have developed flotation for the top of the main sail that will help keep the mast at the surface until the crew can right the boat.

Here at Deep Creek and at the NACs in Dallas this year, we've tested different configurations and sizes and found that the float made by Bowers Sails for the C-Scow to work well. It does not require any modification to the boat or sails to be installed so that it can easily be used. It also has enough buoyancy to keep the boat up with me standing on the mast at the deck. We have not had a boat out in squall conditions to test if a 40+ wind on the bottom will drive the boat over, but we are impressed with what we have learned so far.

Of course, if the boat capsizes with or without this flotation, it is important to remember all the same safety steps and never right the boat with sheets cleated. The letter to the editor by Jay Lott in the July/August 1995 issue of Scots n' Water covers capsize safety quite well.

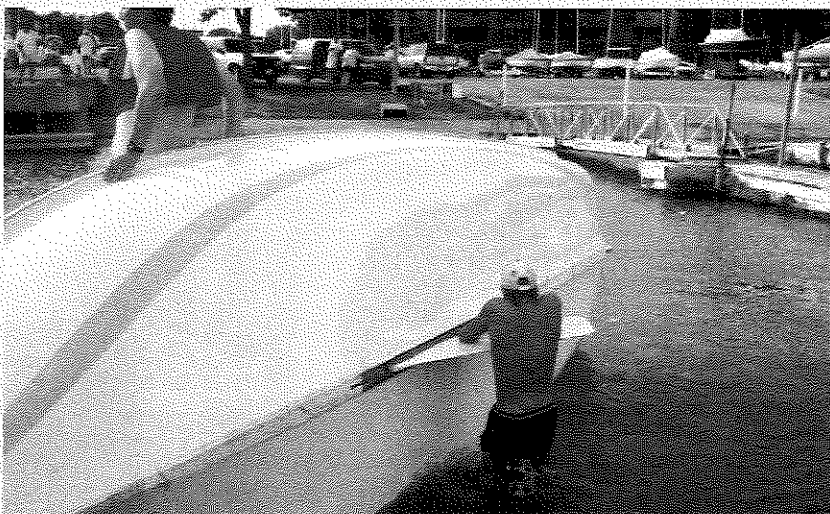
In the E-Scow class, the race committee will fly a signal to indicate that the mainsail flotation must be installed for a particular race. All competitors are required to have the float on board and a minimum of 20 minutes must be allowed for these to

(Continued on page 20)

Harry Carpenter demonstrates foam flotation pads on the masthead of an Illinois Flying Scot. In Rush Creek Yacht Club harbor, during the '95 NAC.



Capsized Scot.



Getting on center board.

Turtle Busters

(Continued from page 19)

be installed. The FSSA Measurement Committee is currently looking at this to determine if something similar to this may be appropriate for the Flying Scot.

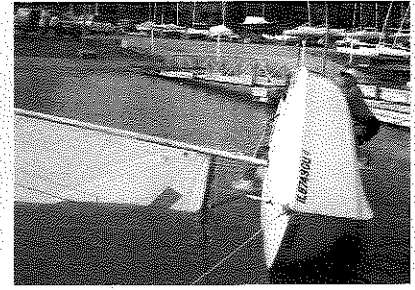
In addition to racing, owners who daysail may want to install this for peace of mind on windy days. It may also work well for camp, rental and sailing school operations. Fleets that want to allow members to practice capsizing may wish to get one that can be passed around or use it for demonstration.

The cost of the C-Scow float is \$125 and it is available from Bowers Sails, 316 Industrial Blvd., Waconia, MN 55387, 612-442-5300.

The bimini that I used at the NACs is called an Anchor Shade and is available from West Marine. The 1995 price is \$169 plus shipping.



Another view: one of center board, one on mast.



Boat coming up!



Boat up!



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1996 Flying Scot Mid-Winters

St. Andrews Bay Yacht Club, Panama City, FL - March 25-29, 1996

The crystal blue Gulf waters, white sands, friendly dolphins and beautiful St. Andrews Bay beckon you to join us for the 1996 Mid-Winters. We did survive Hurricane Opal at the club. The yacht club, located in the tranquil Cove area of downtown Panama City offers the perfect setting for a week of fun and competition. Facilities include main club with full service restaurant, lounge, pool and showers surrounded by casual deck and grassy lawn overlooking the Bay. There is also a separate sailing center with showers. We have limited space for camping, but have several motels within fifteen minutes which offer discounts to Scot sailors. A breakfast buffet and lunch specials will be served daily, and bag lunches will also be available (real ones from the kitchen — no more vac-sealed!) There will be activities each night including our famous cocktail party, featuring heavy hors d'oeuvres and live music. Everyone seemed to like having the banquet on Thursday night, so we will continue with that format, including trophy presentation if all the races are finished. Otherwise, trophies will be awarded immediately following the last race Friday. Speaking of trophies, we will award skipper and crew trophies for seven places in both divisions as well as winning skipper and crew of each race. We are also planning some other prizes (maybe crew coming the farthest, oldest team, youngest team etc.) in addition to our daily drawings! An early registration form will be included in the next issue of Scots n' Water along with the official Notice of Race. However, if you want a form before that or need additional info, contact Ellen Price, Regatta Chairman, 1078 E. Caroline Blvd., Panama City, FL 32401, phone (904) 763-4658, or Dr. Pete Sylvester, Regatta PRO, phone

(904) 872-0454. Upon receipt of your registration, we will send you a package with directions to the club, updated schedule of events, motel info, etc.

Mark your calendar for fun and great competition!

Eligibility

All competitors shall be current members of FSSA.

Divisions

Championship and Challenger

Tentative Schedule

Monday, March 25

Registration, sail measurement, afternoon "fun" race, FSSA Board of Governors meeting, FSSA Board of Governors dinner, welcoming party

Tuesday, March 26

Registration, sail measurement, skipper's meeting, two races (back to back - both fleets), evening entertainment

Wednesday, March 27

Two races (back to back - both fleets), cocktail party

Thursday, March 28

Two races (back to back - both fleets), banquet, (and trophies, if possible), entertainment

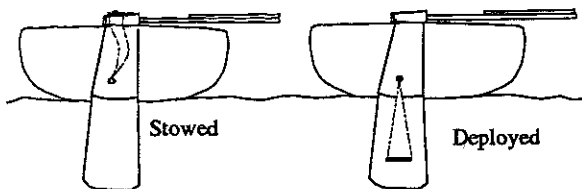
Friday, March 29

Race (if necessary), trophies afterward, or family fun day on Shell Island



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The Second Sprague Memorial/ L. I. Summer Invitational Regatta by Anthony & Regina DiResta, FS4938

On August 12, 1995, the Moriches Yacht Club hosted the Second Annual Sprague Memorial Long Island Summer Regatta. The regatta was well attended with twenty-seven Scots competing from various LI yacht clubs, including Westhampton, Sayville, Hempstead, Wetpants, and Moriches; and from our neighbors to the north, Greenwich, Indian Harbor, and New Haven, Connecticut.

Flying Scot sailing on Long Island has improved significantly over the past few years, with nine south shore yacht clubs now sporting almost 100 Scots. While all Scot sailors are not racers, the level of competition for those that do race has improved considerably, with PJ Patin storming onto the scene, and with young blood — Kenny, Frank, Ralph, and Gina making their presence known. Just to keep things honest, experienced sailors Pete Fenner and "Hammy" Smith have decided to re-enter the mix.

Other than a few little tiny patches of grass, allegedly sailed into by Forest Rogers and John Pridmore, conditions were outstanding with a "guaranteed" steady southwest wind at 10 on Saturday, and a shifty northwest on Sunday. Races started Saturday afternoon at 1 p.m., with three races sailed back to back, followed by a cocktail hour and dinner dance. The regatta concluded on Sunday with back to back races starting at 11 a.m., followed by an Award Ceremony.

Graham Hall provided an "on the water" clinic with four first place finishes and a second, to win the regatta, with a total of five points. Congratu-

lations to Graham, Marey and Spike for correctly reading the current and shifts, and yes, sailing very fast! PJ Patin finished second, scoring the only other first place finish in the regatta; and Ira and Cathy Cohen, the defending Sprague winners finished in third place. Kenneth Mockridge, the highest finisher from Moriches YC finished fourth.

The Sprague Memorial also included the 2nd half scoring for the Moriches Bay Trophy, a challenge between Moriches Yacht Club and Westhampton Yacht Squadron. This event features a 6 race series, 3 races sailed at each club, with only the first three boats from each club scoring. WYS entered the regatta with a five point lead which quickly disappeared after the first race, and the series was tied. WYS recovered in race two and took a 3 point lead, and put the Moriches Bay Trophy back on their wall for another year with a win in race three. Congratulations Westhampton for a second straight win of the MBT. See you again next year "Vinnie"!

Thanks again to the Hunters and their dinner committee for a wonderful Saturday evening, Paul Runyan and Dick Ruffing for lunch and breakfast; the members of MYC that provided housing and of course all the chairs that contributed to this event.

Special thanks to the Race Committee, Linda, Susan and Ken Mockridge, Val Palmer, John Kispert, George Wybanger, Bill Tyson and Bob Niebanck; and our friends from Sayville YC, Pam Patin and Bob Shore for all their help.

THE SECOND SPRAGUE MEMORIAL LONG ISLAND SUMMER INVITATIONAL REGATTA

	Race 1	2	3	4	5	Total	Position
4945 Graham Hall Marey & Spike	1	1	1	1	2	5	1
4969 Paul Jon Patin Felicity Ryan Christine DiResta	2	5	9	7	1	23.75	2
4343 Ira & Cathy Cohen Jon Woodard	5	2	5	10	3	25	3
1101 Kenneth Mockridge Chris Runyan Brian McGinnes	3	6	2	6	12	29	4
4814 Ralph Coffill John Zambruski	10	4	3	8	5	30	5

"Seniors" Compete by Paul Moore

This year's NAC launched the first competition in the new "Seniors Division." Designed to allow the most experienced and mature skippers and crews really match their tiller skills, the requirements to qualify are ages of 120 years (skipper plus one crew.)

Don and Charlotte Hott in FS 3029 and Ted and Florence Glass in FS 4777 battled it out in the Dallas heat to decide who would be the first to receive this honored trophy.

By scoring the best three of five finishes, Ted and Florence were the winners by a small margin. Congratulations, Ted and Florence. Don and Charlotte, it was a joy to watch you and the Glasses putting your light air sailing skills to their finest.



Seniors winners.



Seniors Division competing.

Photos by E. Paul Moore, Jr.

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	4362	Miriam C. Poirier	9515 Singleton Dr.	Bethesda	MD	20817
	2671	John C. Rehmer	3521 Font Hill Dr.	Ellicott City	MD	21042
	2148	Jon Ingersold	1606 Junius Court	Bele Air	MD	21015
42	3794	Paul A. Hackner	3117 Starboard Drive	Annapolis	MD	21403
86	4100	James L. Floyd	866 Doris Drive	Arnold	MD	21012
103		James Bartlett	105 Salt Ponds Rd.	Hampton	VA	23664
139	2775	John R. Jewett	333 Sporting Hill Rd.	Mechanicsburg	PA	17055
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		Lee Frazer	3925 Marin Avenue	Greensboro	NC	27405
	4645	Mike Jordan	2202 Lafayette Avenue	Greensboro	NC	27408
	2171	Lie Ladendorf & R. Eric Lilly	522 Lafayette Dr.	Hillsborough	NC	27278
		Jerry Lee Wood	29 Pine Ridge Trail	Arden	NC	28704
27	2720	Steve Makgill	8301 Old Deer Trail	Raleigh	NC	27615
48	1663	Russell W. Lookadoo	1272 Chandler Place	Charlotte	NC	28211
78	3473	John R. Russell	138 Hawthorne Drive	PineKnoll Shores	NC	28512
171	1917	A. Eugene Thomas	4052 Martin's Point Rd.	Kitty Hawk	NC	27949
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		Tom Ernich	49 River Road	Essex	CT	06426
	1208	Eric Farno	77 Lakeview Drive	Coventry	CT	06238
	4982	Kenneth Kowalski	430 Ewing Street	Princeton	NJ	08540
	0708	Peter J. Liska	95 Cayuga Avenue	Oceanport	NJ	07757
		Larry Marin	1009 N. Ontario Avenue	Lindenhurst	NY	11757
	4158	Vincent J. Passione	1 Courtney Way	Red Bank	NJ	07701
	4789	Robert J. Smith	21 Starlit Drive	Northport	NY	11768
	1110	Daniel McMillan	40 Muncy Avenue	West Babylon	NY	11704
162	3879	Robin Capoor	80 Hillcrest Avenue	Summit	NJ	07901
173	3114	Joe Van Denburg	203 Oak St.	Patchogue	NY	11772
177	3575	James Sullivan	2 Riversedge	Ivoryton	CT	06442
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	3317	Ernest Megginson	9022 County Rd. 99	Lillian	AL	36549
118	0125	Lisa Hyde	2253 3rd Place NE	Birmingham	AL	35215
118		Bonner Wagon	1107 30th St. South #B-3	Birmingham	AL	35205
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	C03202	Harry C. Howard	20630 Watson Road	White Pigeon	MI	49099
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9	3202	Larry Weaver	210 1/2 Pleasant Street	Sturgis	MI	49091
41	2819	Roger K. Boyer	2175 Harvard	Berkley	MI	48072
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	1759	Lorence & Ann Wheeler	5601 Thunderbird Lane	Manona	WI	53716
		John Skatrund	21680 Red Fox Dr.	Brookfield	WI	53045
114		Tom Blackwell	1604 South Shore Drive	Delavan	WI	53115
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		Wes Brown	5757 Set-n-Sun Place	Jupiter	FL	33458
	1827	Glenn Levine	2118 Ardley Court	N. Palm Beach	FL	33408
90	1881	Karen Ryan-Young	901 Placetas Avenue	Coral Gables	FL	33146

New Members this report: 61

Starting Line

May 18-19, 1996
Chattanooga
Choo Choo Regatta
Chattanooga, Tennessee

Privateer Yacht Club and Flying Scot Fleet 13 cordially invite you to the Chattanooga Choo Choo Regatta. Please come and tune up your boat while we tune up for the **1996 Wife-Husband National Championship Regatta** the following weekend. We welcome anyone to leave their boat at PYC for the next weekend.

Contact Jim and Myra Brown, (423) 875-5984, Privateer Road, Hixson, TN 37343, Email - fs4647@chattanooga.net

Warm Ups
Ft. Walton Yacht Club
March 23 & 24, 1996

Wife-Husband National
Championship Regatta
May 25-26, 1996
Chattanooga, Tennessee

Privateer Yacht Club and Flying Scot Fleet 13 will host the **Flying Scot Wife-Husband National Championship Regatta**. Within a one day drive (a long day for some) of two-thirds of all Flying Scots, we hope to have the largest fleet of blissfully happy couples ever. This regatta will improve your marriage, enhance your love life, and make your spouse happy. Please plan to attend the 1996 Wife-Husband National Championship.

Contact Jim and Myra Brown, (423) 875-5984, Privateer Road, Hixson, TN 37343, Email - fs4647@chattanooga.net

The Midwinters
Panama City, Florida
St. Andrews Bay Yacht Club
March 25-29, 1996

TOM HIGGINS

Tom died April 27th after 20 years of bone cancer. Diagnosed in 1975, it was hoped he would live until 1980! He always said he didn't hurt in a sailboat!

In the last 10 minutes of his life, a Flying Scot sailed slowly by our house, followed by two Canadian geese flying overhead — a fitting send-off for a valiant man.

— Ginny Huggins

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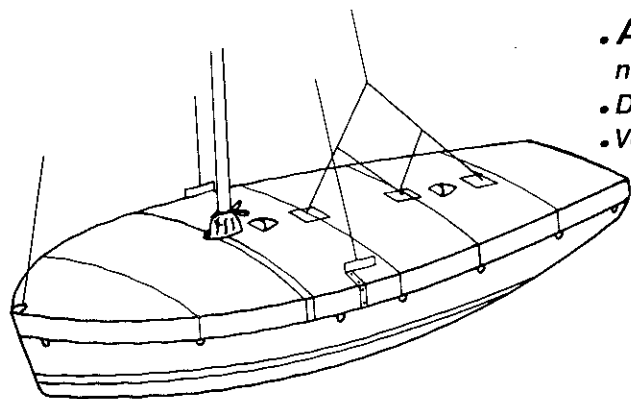
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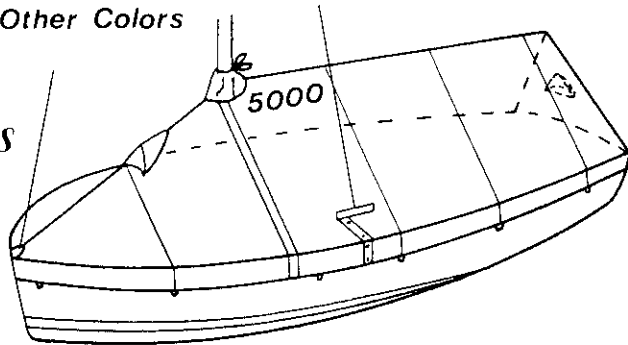
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FLYING SCOT	White	Blue	Other Colors
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Flat Full Side	376.00	391.00	411.00
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Tent Full Side	418.00	431.00	452.00
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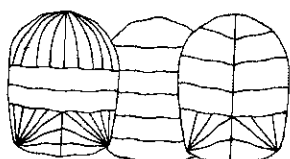
Name _____ Phone _____ Sail # _____

- | | | | |
|---|---|--|---------|
| <input type="checkbox"/> 4.4 oz. Racing Cloth | <input type="checkbox"/> 5.3 oz. Cruising Cloth | Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; n White | |
| <input type="checkbox"/> Main & Jib | \$896 | <input type="checkbox"/> Spinnaker Triradial/Biradial | \$450 |
| <input type="checkbox"/> Main | \$629 | <input type="checkbox"/> Spinnaker Crosscut | \$350 |
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| <input type="checkbox"/> Mainsail Reef | \$35 | <input type="checkbox"/> Brummels on Spinnaker | \$15 |
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| | | <input type="checkbox"/> Telltale Window each | \$10 |
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|------------|--------------|
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| Grey | Coast Gold |
| Natural | Yellow |
| Purple | FL-Yellow |
| Lt. Blue | FL-Green |
| Ocean Blue | FL-Pink |
| Green | FL-Orange |
| Dk. Blue | FL-Raspberry |
| Red | |



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QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
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	FSSA Shirt Colors: Red, White, Blue Sizes: S, M, L, XL, XXL with Boat # with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (Shipping & Handling included)	\$1.50	
	FSSA Blazer Patches	\$20.00	

S & H CHARGES:	
\$1.50	orders up to \$5.00
\$4.00	orders up to \$10.00
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Merchandise Total	
*Add Shipping & Handling (S&H)	
Subtotal	
Total Amount of Sale	

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