

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

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First One



STORY ON PAGE 16 & 17



# It's getting everybody's "aye"

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## Scots n' Water

**COVER: Designer Gordon K. (Sandy) Douglass**

**Boat #1, Sailed by Harry Carpenter & sister.**

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# In Memoriam Gordon K. (Sandy) Douglass

On February 12th, the legendary One-Design Sailor died after a long illness.

Gordon K. Douglass, known as "Sandy", began his life in Newark, New Jersey, went to Collegiate School New York, and to Dartmouth College. After graduation from Dartmouth in 1926 with a bachelor of science degree, he steered the course of his life until he found his "groove" for success: sailing, designing, building, and promoting small sailboats. He built his designs, Thistle, Highlander and Flying Scot with pride and integrity. In fact, if one were to describe Sandy Douglass with one word, it would be "integrity". And being a man of principle he expressed his sincere opinions in undisguised language.

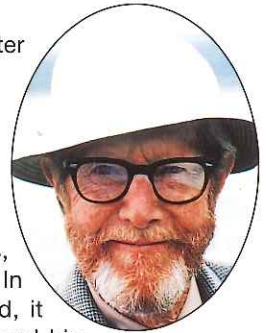
Sandy devoted passionate energy to the sport of sailing and fought valiantly to keep his boats uncomplicated and One-Design. He clinched many a championship with only basic rigging and his wife Mary as crew. She was his favorite crew.

The joy Sandy gave to thousands of small boat sailors is immeasurable. But he was also an artist, writer, barbershop singer, town councilman, participant of Habitat for Humanity, husband, father and selfless friend.

Now this friend and mentor is gone and greatly missed. His body was cremated and his ashes were scattered in the wind from Sandia Crest near Edgewood, New Mexico, his last residence.

Gordon K. (Sandy) Douglass has crossed the final finish line. Let us salute him.

Irmgard Schildroth  
FS 3921



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# From the Editor

This issue has been a labor of love. For the first time, I have spent more time trying to make decisions on what we have room for, rather than what to put in to fill the space.

I would like to thank everyone for their help, comments, memories, pictures and old Scots N' Waters, it has been fascinating to see and hear about the early days and the times.

I have tried to start at the beginning, with Sandy and his wonderful design and show how his ideas, skills and leadership have made the Flying Scot class as it is today. There have been others, too numerous to mention, that have given of their time and energy to be on the board, Governors, Editors, Fleet captains and enthusiastic sailors, that have promoted the Flying Scot to its' present level.

Someone that I do think needs mentioning is Eric Ammann and his wife Mary. They were with Sandy almost from the beginning. Eric and Mary retired in 1991 after running the Gordon Douglass Boat Co. Inc. Eric crewed for Sandy in many of the pictures you will see and it is rumored that he never went on a family vacation without the family or a Scot, usually, just the family returned with him. Sandy called him an excellent promoter of the Scot and was invaluable to the company and the class. Mary ran the office and did a great job at the day to day contact with questions and boat parts. In their retirement, they are still traveling and seeing the world. I'll bet it's hard not to take a Scot...Perhaps a European Fleet? We wish them well and certainly want to thank them for all the years they spent working with us.

In showing the past and the present, it's hard not to think of the future. Of course, without the help of individuals to spread the word on how great the Flying Scot is and what type of a class we are who knows what will happen? However, considering the number of new Fleets, number of new and used boats selling, and the type of interest I've seen (even here at our own lake, with adding 6 cabin boaters to the group that own Flying Scots) I think the future looks very bright.

THANK YOU SANDY FOR THE BEAUTIFUL BOAT...WE LOVE IT!!!!  
AND THANK YOU FOR BEING YOU ...WE MISS YOUR GUIDANCE...

## SANDY DOUGLASS BALLAD

(Tune)

(Casie Jones)

Sandy Douglass is a sailor's name;  
On his 19 footer, boys, he won his fame.

(Sweet Adeline)

Across the blue in his canoe  
He set his sail and then did hail

(Drunken Sailor)

What do you do with a racing sailor?  
One who has mastered the wind and tiller.  
Well, he goes to work to build one better.

(Shanandoa)

So Sandy went and built his Thistle  
And his Highlander did make them whistle.  
But with all of these he did not slow  
For his family boat was soon to show.

(Clementine)

Bag pipes playing, kilts a swaying,  
New boat coming? Like as not.  
Sandy's there with a flare,  
There she is, his Flying Scot!

(Scotland)

Oh you take the high tack  
And he'll take the humb line  
Sandy'll finish afore ye.

By E. Paul Moore Jr.

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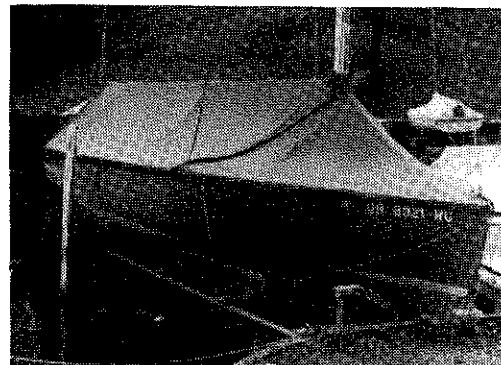
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# Sandy Douglass - In Appreciation

## ETHEL AND RALPH MANEE

For our 30 years of sailing Sandy always commented how we were related through our owning Sheltie (Shetland Sheepdog) dogs from the same breeder. He always called us cousins. We'd like to add to that...

Related in our approach to family sailing and racing against each other's family.

Related in our opinion of what a family daysailer and racer should be.

Related in the way we worked with one another in selling the Flying Scot.

Related in the fact we've had 15 Scots of our own all named HARMANEE.

We know of no better way to tell Sandy that we like his design than to say:

1. Thanks a lot for a bunch of FLYING SCOTS
2. Thanks a lot for introducing us to a new experience
3. Thanks a lot for great racing, daysailing and cruising
4. Thanks a lot for the great bunch of nice people and friends we've had for 30 years running.

## GEORGE SPENCER

I wanted to respond to your request regarding relationships and experiences with Sandy Douglass. I am George E. Spencer, Jr., and I have had FS #24 for 30 years. I have replaced the mast and shrouds. It is still a great boat. We day sail and race it. It remains quite competitive, placing 3rd in the Citrus Bowl Regatta 1990. I am now a retired Orthopaedic Surgeon living in Florida and have #24 on a hoist in front of our house on Lake Dora.

My son, Geoffrey Spencer, has FS #2847 and races it on Lake Norman in Charlotte, N.C.

My boat was one of the boats Sandy built his first year as Douglass and McLeod.

I became acquainted with Sandy when we were in the Nationals on Lake Erie in Cleveland many years ago in 1966 and 1974. I was in Fleet 12 at Edgewater Yacht Club.

I eventually sailed my boat at the chautaugua Lake, N.Y. Yacht Club. I think it was Fleet 120. Sandy sailed with us in the Western New York District Championships.

We had a nice reunion at the 25th



Dr. George Spencer in FS #24. (1963)

reunion with Fleet 1. Sandy sailed FS #1.

We had the Sandy Douglass Regatta here in Florida on Lake Harris. This was with Fleet 150 in 1987. Sandy stayed with us at our home, and we had a great evening singing around our piano. As you know, Sandy was a Barber Shop Quartet member and loved to sing. My son Geoffrey also was a Barber Shop singer so they had a great time together. He enjoyed singing more than talking sailing.

## ROBERT E. L. GREENING JR.

I'll try to put down a few thoughts about Sandy as I think back a few years:

First and foremost - always a Gentleman and a fair and competent skipper. I've been sailing 41 years, mostly racing, and in my occasional races against Sandy, when he wasn't ahead, could be counted on to perform fairly.

Two of my fellow Edison Boat Club skippers and myself, Gaton Kelly and Pat Clarecy tried out Scot #2 at Cleveland Yacht Club one hot, light wind day in August 1957. Sandy's thought on a run; that it was most, or the least, interesting point of sailing.

On a March day in 1958, Sandy and (I believe) Dick Peake and I plus a few others, met and discussed forming an association. One thought stands out - the name of the Association was suggested as Flying Scot Association" but we decided that the word "sailing" should be in the title as at that time, the

Flying Scot outboard motor was marketed and possible confusion could result.

My fellow sailor, Eaton Kelly of E.B.C. and I visited and were guests of Sandy and Mary's at their home at Deep Creek in the Sixties. Sandy crewed for me for one of the Deep Creek Club races and as the wind was very low, and changeable, we were doing poorly. I asked Sandy what else could be done to improve our position. His reply after looking things over - NOTHING...

## DAVID W. SWETLAND

Gordon K. (Sandy) Douglass was extraordinarily talented. His boat designs, craftsmanship, music, art, and physical skills taken separately were outstanding. He first became known to me in the 1930's through the writings of Uffa Fox, a man of considerable skills in small boat design and in racing in England. Uffa admired and respected Sandy, and entertained him 'royally' when Sandy went to England in 1936 to challenge the Royal Canoe Club for the New York Canoe Club Challenge Cup. Sandy failed in his challenge, but losing to a better boat probably spurred him to excel in boat design the rest of his life.

The year was 1939. Sandy appeared at Mentor Harbor with a boat on a trailer. I was greatly impressed by Sandy's beautiful International 14 "Foxy", but there was no I-14 class at Mentor Harbor, Ohio where I raced. I needed a boat like the Boothbay 21 (later called the International 21), which was to become 'the' small keelboat class at Mentor for the next 40+ years. At Vermilion, Sandy was building Interlakes for Clevelanders - and why not a keelboat? Mine was completed in the spring of 1941. It surpassed the Boothbay imports in speed and finish. It won the first championship and continued to win in later years under other owners. Like "Foxy" it is still going well, sound, and strong. During the building period I went to Vermilion often to see the frame fleshed out. We didn't talk much. Sandy was not one for yarning while working. I finally stopped asking questions and watched the master work.

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## In Appreciation

(Continued from page 5)

The year before my boat was finished, Sandy invited me to sail one of his boats in the 1940 International 14 Great Lakes Championship. He wrote of this series in his book, "Sixty Years Before the Mast". We all had a great time, especially at the banquet at McGarvey's Fish House. I had the great pleasure of racing against "Foxy", and the embarrassment of sailing, all standing, under the water during the first race in a thunderstorm. I still treasure prospectus and race results provided by Sandy for that series.

Of all Sandy's accomplishments, the one that stands out in my memory was his eye for the beautiful line. Was it thanks to Uffa Fox for designing and building a better boat in 1936? Who knows? We all do know that small boat racing in the United States would not be the same without Sandy.

### DICK AND JANET BESSE FS 4139

Janet and I just received a warm personal note from Mary Douglass telling of Sandy's death February 12, one of many she must have written. We have known Sandy since the mid-1940s when we all raced International 14s. Sandy designed a One-Design International 14 which was very successful when raced by John and Dick (the I.O.R. designer) Carter. Our later associations have been through the Flying Scot class, especially his recent annual visits to the Winter boat show in Syracuse, N.Y., where he captivated old and new friends alike. One memorable encounter there was with a passer-by who casually remarked he had a "wooden one" (Scot). Sandy politely but firmly corrected him: "Either it's not wood or it's not a Scot." This time Sandy was wrong; he had just rediscovered the prototype FS he had built himself of wood. Some of you saw #0 at the 1989 N.A.s in Oswego.

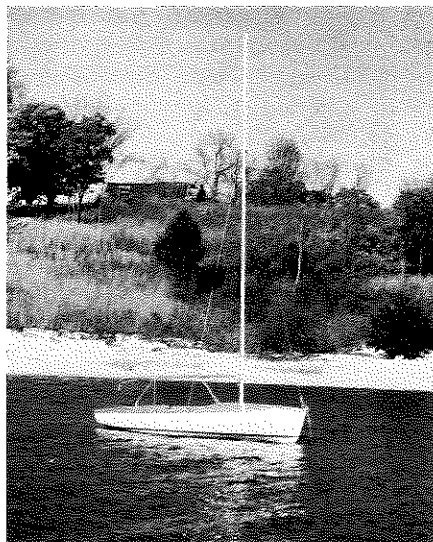
I also received, in the same mail, a personal note from Olin Stephens, who had stayed with us during the Lightning Class 40th Anniversary Regatta in Skaneateles. Olin is more famous, but I feel Sandy's contributions as a designer, builder, competitor, sportsman, class promoter, and friend of many, have been a greater and more lasting gift to our sport of sailing, especially our sector of centerboard one-designs.

### IRMGARD SCHILDROTH FS 3921

We met Sandy for the first time when he delivered FS # 1 to us in Chattanooga, TN. We had read about the Flying Scot in the design section of Yachting Magazine and we decided that this was the ideal boat for inland lakes and us. We sailed Highlander at the time but she was too temperamental for comfort. So I wrote to Sandy expressing our interest in the boat and my particular interest in promoting the FS on Lake Chickamauga. We came to terms and Sandy visited us together with Flying Scot #1.

When he arrived in town and called us, I said to my husband "he sounds like a huge Scotsman and I wonder if the ed is big enough for him!"

After demonstrating the boat at Privateer Yacht Club, we received a number of orders and Dr. Geo. Farris purchased #1 which he owned until shortly before the 25th Anniversary Ragatta.



FS #1 at Chattanooga

Throughout the years we kept in touch with Sandy and the FS. Once at the Boston Boat Show a potential customer asked why the FS was much more expensive than the 18-footer down the isle. Sandy asked the man to take off his shoes, step on deck and jump up and down. When the man complied and noticed the stiffness of the deck and hull, Sandy asked him to test that 18-footer in the same manner. (It turned out to be "no contest".) Some years later we ordered a boat with a

green deck to be matched approximately to a shade of green on a fabric sample. When we picked up the boat, the color matched absolutely perfectly.

And when we returned from my husband's assignment to Quam and picked up another boat, Sandy did not look a day older than when we had seen him last. Everybody else had changed and gotten fat and sassy, but Sandy still had his youthful springy walk and lively personality. He was truly remarkable.

### VICKY BROWN FS 2944 IMPRESSIONS OF THE G.K. DOUGLASS CLAN -

Mary - A musician's grace - preludes from the Chickering on top of the hill in Oakland

Alan - The mind of a free spirit (I particularly recall the treehouse in Mentor, the roomsize hand drawn map of the world, and the introduction to MAD magazine)

Sandy - an artist and designer with the patience to talk with a 10 year old girl who was learning to sail FS 4, later 419 and now 2944. Our lives would be less without the Flying Scot!!

*(Vicky is the Daughter of Jack & Lois Brown who bought FS #4 in 1957)*

### CAROLINE FREEMAN FS 3633

Sandy always called me "Esmereldd"...When I finally asked him why, he said "Because it makes you laugh and I like to see you laugh"! When I think of him now, I always smile.

### SANDY EUSTIS FS 4710

The 30th Anniversary Regatta in 1987 was one of the last major Flying Scot events that Sandy Douglass was able to attend in person. We held a qualifying race on Saturday morning, 2 shorter races on Saturday afternoon, and 1 final race on Sunday morning. The qualifying race was quite a sight with upwards of 25 knots of wind and 72 Flying Scots in a racing area only 3/4 mile long by 1/2 mile wide - amazingly there were no capsizes. However, I fouled twice on the first beat, then hit the weather mark twice

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## In Appreciation

(Continued from page 6)

while rounding, and wound up in the 25 boat Open Challenger division for the remaining races. I won both Saturday afternoon races and held a slim lead going into Sunday's final race.

Sunday morning was beautiful, about 75 degrees, 8-10 knots of steady breeze, and not a cloud in the sky. I was the Regatta Chair for the event, got tied up solving some problem or another, and was a bit late getting to my Flying Scot. Sandy and Eric Amann had watched Saturday's races from the "Media boat" (*Sailing World* magazine was in attendance), but I found them standing on shore as we began rigging my boat.

"What's up?", I asked, "not going out on the water today?"

"No", replied Sandy, "the Media boat left without us."

Looking around, I noticed that all the club's motorboats had already left harbor and were heading across the lake to where the committee boat was setting up a starting line.

"Hop aboard", I said, "and I'll drop you off on a spectator boat at the starting line."

Neither Eric nor Sandy needed any further encouragement, and we shoved off. As we neared the starting area, I was surprised to see the Championship division starting their race. My start was in less than five minutes! I wasn't sure I could even make the line on time, much less have the extra time to drop off my passengers. In fact, I wasn't even sure I was allowed to drop off passengers inside five minutes. I remember voicing this concern aloud, to which Sandy replied with a smile, "Oh well, I guess Eric and I will just have to race with you." I estimated that there were about two minutes remaining before the start, during which time we decided that Sandy would sit on the starboard seat amidships throughout the race, and that the rest of us would move around to balance the boat as best we could.

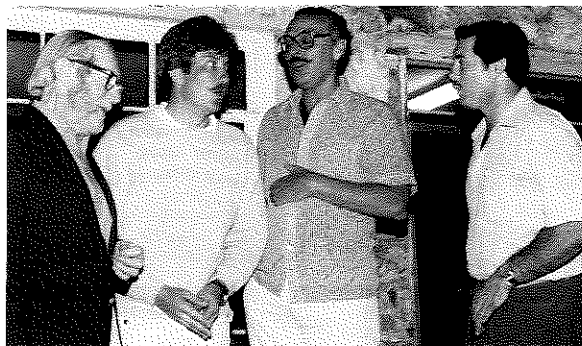
We were about 15 seconds late for the start, but soon started to catch boats in the windshifts on the upwind leg. Sandy was old and frail and not very mobile in 1987, but his racing mind was as sharp

as ever. He started pointing out the shifts and wind lines, reporting on how competitors were doing, and suggesting tactics. I pretty much followed his advice, and we were up to mid fleet by the weather mark. We lost a lot of ground downwind (a 700 pound crew does tend to slow things down a bit in a gentle breeze), but then began catching boats again on the second weather leg. By this time, Sandy was totally involved in the race. He fed me data almost constantly, and politely but firmly told me exactly when to tack so as to be set up perfectly in each new shift. We passed several more boats near the end of the leg, and got to fourth or fifth at the weather mark. Dan Goldberg and Monica Berton had a big lead, and I needed to finish second or third in the race to beat them in the event. Again we lost ground downwind, but on the final beat we moved up into second place by following Sandy's suggestions, and we won the Open Challenger Division.

At the awards ceremony, we gave Sandy and Eric crew trophies as members of the winning crew. Of course Sandy got a standing ovation, and he launched into a longish monologue about how insensitive to weight he designed Flying Scots to be, how comfortable they are to sail with 4 adults aboard, etc., etc. I'm pretty sure this was the last racing trophy Sandy ever won, and his winning it while crewing for me remains to this day absolutely the single brightest memory I have from my 15 years in the Flying Scot class.

### GEOFF SPENCER FS 2847

I was very pleased to see that an issue of Scots-n-Water was going to be dedicated to the memory of our friend, Sandy Douglass. I own FS #2847, but I



*The Barbershoppers*

## THANK YOU NOTES TO SANDY

### Bernie Knight, FSSA President FS 3076 & 4115

Thank you Sandy for building a boat that attracts such fantastic people and fair competitive sailors.

### John Pridmore FS 4619

It's a great, fantastic forgiving boat that has allowed our family to make many, many new friends in another country (we are from England). The Scot has created a marvelous fellowship!!!

### Dan Goldberg FS 4761

Thanks for designing a boat that a "short, weak and slow skipper with a physical handicap can sail competitively on the national level".

### John Eilers, Jr. FS 4799

Thank you for designing a boat of such flexibility and versatility to use in racing with crews of 1 through 4 and also be a great daysailor.

### Charlotte Hott FS 3029

Thank you for a wonderful boat, a safe boat, a friendly group of people — it's all a special part of my life.

**Don Hott FS 29, 329, 1329 and now 3029** Bought my first one sight unseen on the recommendation of a friend. That was 35 very pleasant and exciting years ago. Thanks for the memories...

### Hal Walker FS 111

Everytime I come in from heavy air racing, I thank Sandy for his design and construction. Original mast and shrouds are in use!! Nine years on FS board got me into regional and national activity as race official and judge. This work occupies much time in retirement. It's been a wonderful part of my life for 30 years.

### Jack and Nancy Rudy FS 3558 & 4321

Thank you for designing a sailing & racing vehicle that is comfortable, easy to rig, and promotes family sailing. A class that keeps the wife in the boat — WOW. That is an accomplishment! I look for ways to "stay with my hubby" This is a great one!

### Peg Woodworth FS 3943

My husband John crewed for fellow for a while at our lake and then lost the position. I finally agreed to a purchase of our boat- never realizing that sailing and racing would become a passion for me and our children. Every year on our anniversary, John and I take an "Anniversary Cruise" to the island on our lake, a picnic lunch and chilled champagne — heaven...Thank you Sandy...

### Chuck Bencik FS 3099 & 4808

I started in a 14' lateen Sears, but when the family couldn't all get into it we met Sandy at the Pittsburgh boat show. Part of his display was a cut section from the middle of a Flying Scot. When I saw how solidly the Flying Scot was, it became the only sensible thing to do...buy one. I cruise on the pacific and when those swells lift you, she surfs like a Nantucket sleigh ride. Much enjoyment! Thank you.

(Continued from page 7)

have been a part of the Flying Scot class all my life through the active participation of my father, George Spencer, and his boat, FS #24. I believe I am somewhat unique in that I shared two major hobbies with Sandy Douglass, Flying Scots and Barbershop singing. Many people are not aware that Sandy was a very active barbershop singer.

Sandy was a performer as well as a judge for singing competitions. Sandy excelled in barbershop society.

Some of my fondest memories of Sandy were when we met at regattas, and performed for the audiences after dinner. I sing bass, and Sandy sang baritone. We would recruit a tenor and a lead from a local barbershop quartet to join us and make-up a quartet. Attached is a picture of one of those occasions when we performed in Orlando, Florida.

I am very grateful to have not only known Sandy as a fellow Flying Scot sailor and racer, but also as a singer who brought great harmony to my life and the lives of others. Thanks, Sandy, for giving so much to all of us.

### HAL WALKER FS 171

Thinking back over the thirty years of my contacts with Sandy and the Flying Scot, I try to fix upon one incident which could characterize him. Instead, I find myself holding an enduring impression of his constant presence, as if part of him were in every boat. A forceful and determined man, Sandy projected his devotion to the Scot through his physical presence, delivering and demonstrating, racing, at fleet meetings and boat shows, in every way putting on that personal touch. Every purchaser was assured of his full attention, normally with personal delivery. His enthusiasm and caring were contagious, touching us all. Even as we debate rigging changes we ask, "What would Sandy say?" He is in the boat.

The first time I met him I was struggling to move a small dinghy I had built down to the water at Kerr Lake NC. Sandy had come to a fleet meeting organized by Bill Myatt in the early 60's. Sandy immediately noticed my efforts and mustered a squad to carry the boat into the water, laying hands upon my humble craft and even commenting favorably on the design. I

was sold on Sandy and his Flying Scot, acquiring 171 shortly after.

My last meeting with Sandy was at a Sandy Douglass Regatta at Lake Norman, NC a few years ago. Typically, he had driven down from Maryland despite poor health to be present at the event. It was supposed to honor him, but he honored us by the caring and effort he showed in making the journey. The personal touch as always.

I suppose I am trying to say that he entered into the lives of Flying Scot sailors through his boats. I know he made a big difference in my life. Thanks Sandy!

*Hal Walker, was  
FSSA President 1983-85  
NAC Masters Winner 1988*

### THOMAS C. RYAN

Flying Scot 51 does not race anymore, although it probably could and should. She is as fast and anxious as the day she left the factory. I keep the boat, named Spirit, at my summer home in the North Channel of the Georgian Bay. The water is clear, the winds are fair and recreational sailing is the order of the day. Every time I raise the sails on this beautiful boat, I am reminded of my friendship with and admiration for Sandy Douglass.

I first met Sandy and Mary more than twenty years ago when I became the Investment Broker to the Douglass family and the Gordon Douglass Boat Company. I worked especially hard on the Douglass accounts because Sandy was to me a persona larger than life. It was, and still is, my firm belief that Sandy Douglass was the greatest single positive influence in the world of day sailing in the 20th century.

Our business relationship blossomed into a friendship. My dream in life was to own a Flying Scot. When 51 came on the market I bought her sight unseen and shipped her to the North

Channel. On those wonderful summer days I believe I can almost hear Sandy's voice telling me just a bit about how to sail his boat. Anyone who has ever sailed a Highlander, Thistle, or Flying Scot should cherish the memory of a great designer, a superb sailor and consummate gentleman. From this day forward it will be in tribute to Sandy every time I raise the sails on the Spirit.

"Sing softly once again of loved ones gone before."

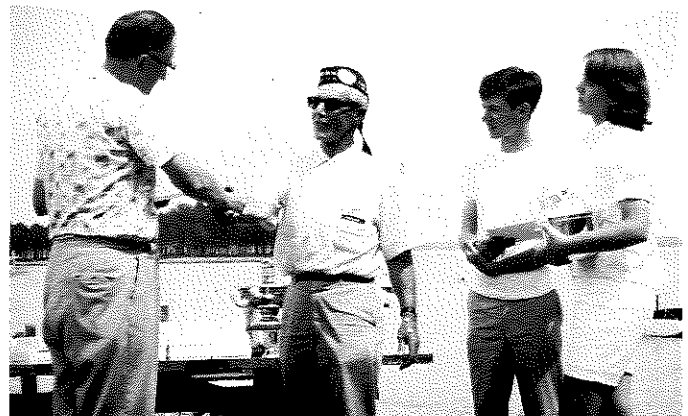
### JACK & LOIS BROWN FS 419

When we took a leap of faith and purchased the first Flying Scot Sandy sold (1957), little did we realize this would be the beginning not only of thirty-five fun years of sailing but, more importantly, of a wonderful friendship with Sandy, Mary and Alan.

The pleasure derived from sailing our Scot continues and certainly the great number of Scots still around is a testimonial to Sandy's vision and determination.

He'll be best remembered by his outgoing personality, his love of life and his perfectionism, whether building boats, painting portraits or singing in a barbershop quartet. His contributions to sailing were many but one of the brightest aspects of his participation was his sense of humor and the pleasure he brought to countless sailors.

He will be missed but he'll be remembered fondly by the many persons whose lives he touched. We'll miss him and we wish we could have done more for and with Sandy.



*Sandy sailed our boat in the 1964 Egyptian Cup Regatta - Crab Orchard Lake, Carbondale, Illinois. His son, Alan, and our daughter, Vickie Brown, crewed for him. They won first in FS class.*



# The Birth of the Scot

By Sandy Douglass

If it had not been for a certain combination of circumstances – and, of course, this is how things happen – there would be no Flying Scot; and if your editor and I hadn't happened to do some late-hour yarning one evening at the Mid-Winters he wouldn't have suggested my writing up another "historical" article for the SCOTS 'n WATER.

As a preface to this story let me say that I have long contended that there is little point in bringing out a new boat which would compete directly with other successful boats of its type; and I wrote years ago that in order to find a place in the yachting scene a new boat must contribute something new and interesting to the sport of sailing."

While my years of experience had given me a pretty definite conception of the planning family-racing boat which was needed in the 19-foot field, I had not introduced such a boat because for many years the Lightning had dominated that field; and it wasn't until 1956 that I thought her hold could be challenged.

In 1956, because of frictions within the company I finally decided to break away from Douglass & McLeod, Inc., and to start my own operation to build Thistles and Highlanders in friendly competition under their license. This had been clearly delineated in writing; but my experience in building the first Thistle clearly showed me that my best interest lay in divorcing myself completely from any such association.

This meant starting cold with a new design, a new operation in a new medium, fiberglass, at an age when some men are thinking of retiring. It was at best a challenging prospect, and but for an innate streak of stubbornness I might not have accepted the challenge.

The summer of 1956 was a busy one for me, faced as I was with finding a new shop in which to start work, buying tools and equipment, also completing and moving into a beautiful new house in Kirtland Hills, building the Thistle, then designing a new boat and investigating the intricacies of fiberglass construction.

In 1939 I had been the pioneer in the use of moulded

plywood hulls for sailboats, but now realized that the time had come to change to fiberglass.

Designing the hull was no problem because I already had a clear idea of what was needed for a planing family boat. Such a boat should have the safety of wide side decks, but also a roomy cockpit.

How could I resolve this problem? The solution was to lower the deck and to shape it into the form of seats, thus combining the advantages of both. Why had no one before thought of this?

The engineering of the structure was another matter. Fiberglass offers opportunities but also presents problems. Being denser than wood it must be thinner and being thinner it lacks stiffness and should be handled differently. It is flexible, and yet flexing can be its greatest enemy because it can lead to cracking. Many designers have simply put too much reliance on its flexibility, or have tried to prevent flexing by using stiffeners which, in some cases, even aggravate the problem. When I learned that a balsa sandwich was being tried I decided to go in this direction.

Believe it or not, my biggest problem in designing the Flying Scot was in deciding on a good name for the class and then in designing a suitable emblem because with some 600 "classes" already on record, the field has become somewhat restricted. "Flying Scot" has been the name of the famous London to Edinburgh express; and there also was a famous yacht of the Nineties by that name. It seemed to be a good choice.

The autumn of 1956 passed quickly as I worked to run the lines, build the moulds and finally the wooden prototype which I would use for testing and later as a plug for building the fiberglass moulds. I completed the boat late in December, and right after Christmas we headed south for trials.

Would she perform as I had expected, would she prove to be good enough to warrant being put into production? Confident that she would be, I announced the new design in the YACHTING of January, 1957.

To my great relief she came up to expectations in nearly every way. I had built her with a 250-pound centerboard to make her self-righting but found that much weight to be unnecessary for stability as well as undesirable in other ways. (Aren't we glad I cut the weight down to 100 lbs.?) I also soon found that while the seats kept out the spray they also held quite a puddle of water and that drains were most desirable.

Other than this I was well pleased and looked forward to the next step, that of getting into production, little realizing the problems and heart-breaks I would face in the coming months!

Now I was faced with learning fiberglass techniques – with dipping my hands into polyester resin for the first time – but what others could do, I could do.

Fiberglass reinforced resin – fiberglass for short – had first been put into use during World War II, and I figured that by 1956, more than 10 years later, the techniques should be well developed.

In preparation I had written to many of the leading

(Continued on page 10)

## 'Metric' Scot By CHRISTOPHER KELLY

LENGTHS			
hull w/o rudder	19 ft.	5.8	meters
beam	7 ft.	2.13	meters
mast	307 in.	780	cm.
boom	150 in.	381	cm.
battenmain long	40 in.	101.6	cm.
main short	30 in.	76.2	cm.
jib	8 in.	20.38	cm.
Spinnaker pole	7 ft.	2.13	meters
DRAFT			
w/o centerboard	8 in.	20.3	cm.
with centerboard	4 ft.	1.239	meters
SAIL AREA			
main	138 ft. <sup>2</sup>	12.8	meters <sup>2</sup>
jib	53 ft. <sup>2</sup>	4.92	meters <sup>2</sup>
total	191 ft. <sup>2</sup>	17.72	meters <sup>2</sup>
WEIGHT			
hull	675 lbs.	306.5	kilograms
centerboard	105 lbs.	47.7	kg.
rudder	—	—	—
mast	39 lbs.	17.8	kg.
boom	11 lbs.	5.0	kg.
sails	—	—	—
total	830 lbs.	377.0	kg.

## The Birth of the Scot

(continued from page 9)

manufacturers of fiberglass and resin asking for information; and from the engineers and salesmen who called on me, I had pumped all the knowledge and tips they could give me, discussing the best resins for my purpose, the types of fiberglass, the sequences to be followed, the techniques to be used. I soon discovered that some of them knew little more than I did, and I now realize how little anyone knew at that time.

My first major step was to prepare the prototype for use as a "plug" for building the fiberglass moulds. While I was proud of the job I had done in building her, as nearly perfect as she was, I realized that she would not do because the slightest imperfections of any sort would be reproduced in the moulds and, by them, in all future boats.

Also, square corners and sharp angles being an anathema to the fiberglass worker, everything must be given a radius. I spent weeks of work in filling and sanding, filling and sanding, using plaster to fill the angles and corners of the seats, coamings, rub strips and deck mouldings to create the beautiful smooth raddii we admire.

And, with easily (?) sanded automotive undercoat, by repeated spraying on and block sanding, I built up surfaces until they were optically perfect. Finally she was ready.

My biggest stroke of luck came in the form of Gerry Browne, a salesman-engineer for one of the glass companies. Gerry really knew fiberglass lay-up, having done some of the pioneering work with the Navy during the war. Gerry brought his overalls and worked with me in building the moulds, in the process teaching me the basic skills of handling glass and resin. Thanks to Gerry, the moulds

turned out beautifully.

Now I was ready to build the first boat – and Gerry had to go back to his job. Needing help, I hired an "expert" who proved to know little more than I did. We worked for several days in laying up the first hull: parting film, gel coat, cloth, mat, woven roving.

Tomorrow we would install the centerboard trunk. But the next morning we discovered that one of us had somehow forgotten to mix into the resin either the promoter or the catalyst, that the resin had not reacted and the resin and roving were a gooey mess in the bottom of the mould.

That hull went to the dump, and we started again (and thereafter used a pre-promoted resin which needed only the addition of the catalyst).

I was disgusted, discouraged, depressed and running low on funds. This was my low point.

June was well along by the time we had the first good hull and deck ready for assembly. Fortunately I had by this time received some orders for boats, thanks to the brave few who had enough faith in the reputation of one Gordon K. Douglass and the perspicacity to place their orders sight unseen for a new boat which had not even been built.

Things were looking up, but time was pressing.

At last we had the first boat completed and out of doors. She looked just beautiful in the bright sunlight, a perfect job. But soon I noticed a bulge on the deck surface – first one, then another and another.

Horrors! The balsa blocks we had used were too large to fit the compound curvature of the deck, leaving an air pocket over each block which now was expanding in the sun.

I wasted several hours trying to fill the voids with resin, using a hyperdermic needle, but it didn't work and that deck went to the dump. After all, the balsa sandwich idea was new and this probably was the first deck ever built this way.

So we built another deck using smaller blocks. Another low point.

The boat had to have flotation. I had wanted to use styrofoam but was told it could not be fastened into place with fiberglass straps because the resin would dissolve the styrofoam. For this first boat I built a set of tanks by covering 12-inch diameter fiber mailing tubes with glass cloth and resin, but found them to be impossibly heavy and expensive, and later replaced them. The engineers then came up with the brilliant idea of fastening styrofoam in place with linoleum cement.

Desperate, we tried it in the second boat, installing them with the boat upside down.

Beautiful! The next day, with Jack Brown due to arrive to pick up the boat we turned her right side up. Soon we heard a clunk! Then another clunk! And another!

It was the styrofoam falling down. We decided against the further use of linoleum cement.

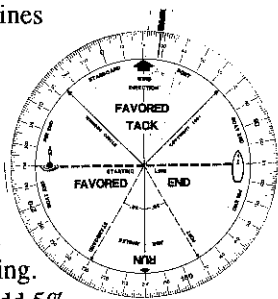
Jack arrived, and it was too late to try anything else. But Jack was understanding and headed back for Benton, III, with no bouyancy equipment in his boat on the assurance that I would somehow solve the problem and complete the job in Benton.

The solution to the problem we found to be to use fiberglass straps, but to insulate them from the styrofoam with strips of waxed paper which protect the foam until the resin has cured. And Mary and Alan and I did have a

(Continued on page 11)

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## The Birth of the Scot

(Continued from page 10)

delightful visit with the Browns in Benton, the first of many.

It is easy, now, to laugh at the problems we faced and the mistakes we made in the beginning. In retrospect the solutions to problems often seem simple and obvious, but to the pioneer who had to feel his way along that season of 1957 is one I'll never forget.

We had built two Scots and three more were on order. Would the boat sell? Would we ever have a class?

And perhaps even reach the magic goal of 100 boats?

I had been aware for several years that the clubs of the Detroit River Y.A. had been looking for a replacement for their old wooden 22-foot. Interlake Cats, having in prior years lent them a Thistle and a Highlander to try out. By this time they had tested all of the boats which they thought might be of interest to them without finding one which met all of their requirements for stability, roominess for day sailing, speed, handling and durability with minimum maintenance.

Their selection committee, hearing about my new Flying Scot, had asked if they could sail her, and knowing that Jack Brown would be happy to have a chance to rig and sail his new boat, I had arranged to meet them at the Cleveland Yachting Club which was on Jack's route. They liked the Scot, asked if I could take the next one to Detroit for further tests, decided to adopt her, and the Edison Boat Club led the way in ordering three Scots for delivery in 1958. This was the sort of break I had been hoping for.

Flying Scot No. 5, built for Stewart Wallace, involved what I might guess to be one of the highest deliveries of a sailboat on record. Stew was the head geologist of Climax Molybdenum Company, and in mid-July we set out, Mary, Alan and I, for Climax, Colo., which is up the mountain several hundred feet above Fremont Pass at 11,300 feet altitude. The view – and the altitude – left us breathless! (Stew didn't sail there, but on Twin Lakes, a few thousand feet down the mountain.) In order to recover molybdenum, a rare metal, the company was busily moving the mountain, bit by bit, down into the valley below, 32,000 tons per day.

In addition to building the boats on order I was making every effort to promote the Flying Scot and one objective in delivering No. 16 to John Shedd in November (many of these boats were built out of sequence because some wanted them now and some the following spring) was to demonstrate the Scot to a group from Riverside, Conn.

We met at City Island, and Chuck Rettie and Lew Howe ordered Nos. 27 and 28.

On another delivery I stopped in to see Dick Tappan of the Tappan Stove Co. in Mansfield, Ohio. Dick passed the word around and in minutes there was an interested group of Pistol (a fiberglass steal from the Thistle) sailors examining the Scot inside and out.

I remember Gil Dobson asking me, "Does the side of the Scot under the chainplates wrinkle in a breeze? My Pistol's does!" I assured him that the Scot would not wrinkle.

That group ordered Nos. 49 through 57, to become Fleet 4 and to host the first Nationals in 1959, with Tru Clark the first president and Bob Meese the secretary. This was another great break.

Eric Ammann joined me early in December. Although he knew little about boats and nothing about fiberglass at the time, he soon became my right arm, my trusted assistant.

Things were looking up.

I had received two orders from the West Coast, and just before Christmas we, Mary, Alan and I, started for California with a double-decked load.

This was a trip we'll never forget! The trailer had a narrow spring base and, worst of all, as I later realized, the spring shackles were improperly located with the result that with every change of crown of the road, on every turn, the load swayed from side to side, seemingly almost to the point of capsize.

The surface of our parking space was uneven, and as I started out the load swayed so much a bystander said he'd bet I'd never make it out of town! But we reached California without mishap – and I learned a great deal about trailers from that one.

As much as I would like it, space does not permit telling about all of the early owners to whom we owe so much in the creation of the Flying Scot Sailing Association.

Dick Peake had ordered No. 18. Don Hott had No. 29. Bob Schneider, Jack Beierwaltes and Jack Lacey ordered Nos. 34, 35 and 36 for Wilmette, Ill., followed by Charlie Silsbee and Jerry Chambers with No. 47. Bob Greening and Eaton Kelley had built up the Edison Boat Club fleet to nine boats.

And I, at last, found the time to build a Scot for myself, No. 100! What a satisfaction!

In September of 1958, along with Eric Ammann and family, we moved from Mentor, Ohio, to Oakland, Md. With 40 Scots now sailing and another 40 on order, I thought the time had come to form a class organization and asked Dick Peake to serve as temporary chairman to call a meeting.

We met in Mansfield in November, drew up a constitution and by-laws, and elected Truman Clark, Bob Meese and Bob Schneider to be our first president, secretary-treasurer and chief measurer to start us off.

We scheduled the first nationals for Mansfield the following summer. From that time on, under outstanding leadership the FSSA has prospered.

*This article, written by Jack Brown of Benton, Illinois, original owner of Scot #4, is included here because it describes the 25th Anniversary Celebration of the Flying Scot at Cowan Lake Ohio in a different and perhaps more reflective and appropriate light than the usual regatta report.*

As happy owners of a Flying Scot (No. 4), who ordered their first one sight unseen from a drawing appearing in RUDDER Magazine while it was only a light in Sandy's eye, my wife and I attended the 25th anniversary of its birth recently at Cowan Lake.

How strange it seems that this boat and the love for sailing could have inspired the comradeships continuing through the years that brought together such a diverse group. Young, eager, fierce competitors mingled with tired, old hasbeens and those of us who never were, to enjoy two days of nostalgia, reliving past victories, avoiding the memory of defeats, and telling those gentle lies about physical appearances so common to reunions.

There were races, of course, and winners whose names, brilliant tactics and spinnaker work will be engraved on stone tablets to be unearthed in a thousand years by an archaeological Scot sailor whose boat will be equipped with some ridiculous gadget with an important-sounding name, notwithstanding various return trips from the hereafter by Sandy in opposition.

The host club, Cowan Lake Sailing Association, was more than hospitable. "Boy Scots" were provided to help the elderly to tack up the grade from the water to the club and fair winds were provided – not only on the lake, but at the happy hour preceding the dinner.

It was a great reunion and we expect to attend the 50th because, as we all know, old sailors never die – they just get a little dinghy.

(Reprinted From Scots N' Water  
December 1982)

# SCHURR ENOUGH...

Rod Stieffel and Charlie Merrigan win The Flying Scot  
1992 Midwinter Warmups and place second in the  
1992 Midwinter Championships



Pete Merrifield and Steve Bellows win the  
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Harry and Karen Carpenter win the  
1991 Flying Scot Mid-Winter Warm Ups,  
and placed second in 1991 Wife and Husband Nationals



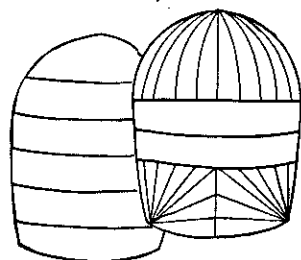
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# The Design

Gordon K. "Sandy" Douglass, designer of the Thistle, Highlander and Flying Scot sailboats, was guest of honor at the '77 Thistle Midwinters in St. Petersburg. In this interview with Editor John Weber of *Sailor's Gazette*, Douglass reveals his key role in the growth of small boat sailing and his emphasis upon family participation in the sport. *Scots n' Water* reprints the article with the *Gazette's* permission.

## **Did any other boat or building process influence your design of the Thistle?**

I had been building the International 14. About 1938 a molded process was announced that seemed to be the answer to the problem of building a molded plywood boat. The 14s originally were double planked with little narrow ribs, 7,000 copper nails — a tremendously laborious process.

As soon as I heard of this molded process I thought — here's the way to get some good hulls with much less labor. I think it was probably 1940 when we built the first boats. Incidentally, I think I was the first ever to build a molded plywood sailboat.

It was a lovely boat, but a small boat for just two people. It seemed there was a gap in the market for something bigger — a family boat.

Up to that time there were no professionally built trailers. We'd buy an old front axle of a car and build a frame over it. There were no rollers, no winches, which meant that, when loading, the boat had to be lifted and carried. That's one reason for the Thistle's openness — no deck — so that it's much easier for four, five or six people to get hold of it. It's a light boat.

Principally, the design of the Thistle is a type that will give performance yet be big enough for three to race, or four for pleasure sailing.

I've been accused of enlarging the Int'l 14 — scaling it up. Well, you can't do that because in designing a boat you're dealing with three factors — length, sail area, and volume.

If you try to scale up a boat you simply go all wrong. I admit I was influenced by the Int'l 14 designed by Uffa Fox. I used to know him and race against him. He was the one who did the development of that type of hull.

## **Was the Flying Scot a spin-off of the Highlander?**

Yes. Let's say she's derived from

the Highlander. At the time I designed the Thistle, the Lightning was kingpin in the country, and there's no sense in bringing out a boat in competition with one that's already master of that field. The Thistle is deliberately smaller and of a different type so as not to compete.

We wanted another boat, and in 1949 the Lightning was still strong, so I made the Highlander 20' and for a crew of four — thus avoiding the Lightning. By 1956 I thought the Lightning was starting to slide downhill; now was the time to get right into that field with the same basic type of boat — 19' long and a family racing boat. So, I brought out the Flying Scot.

By that time I thought fiberglass had been developed enough to be reliable. I hadn't felt up to that time that all the bugs had been worked out of it. In retrospect we shudder to think how little anyone knew even in 1956, in light of what we know today of this building process.

## **At the time you designed the Thistle, did you envision a national or worldwide class?**

Well, one always hopes. In all of these boats the first goal is to reach 100. Then the next goal is 1,000, and by that time you know you have a class going.

## **Has there been any change in tolerance of the hull or rig of the Flying Scot since you designed it? Do you think your basic one-design philosophy has been faithfully followed?**

Yes, and no. The hull is the same; so is the sail plan. I'm trying to keep the Flying Scot from developing into a gold plater.

What is a one-design? There are as many conceptions of one-design as there are people. Some say all you need is to keep the same hull or the same sail plan. True one-design is where boats are all alike in hull, rigging and equipment. The danger of all of these classes is that everybody wants to improve his boat. He wants to put on more hardware, and pretty soon you end up with a gold plater. It's so full of stuff you can hardly get in yourself. With the Flying Scot I'm trying to hold it down. It's a difficult job.

## **I thought some people in the FS association were promoting hiking**

## **straps and a trapeze.**

Years ago there was a strong movement to use hiking straps. I think we've kept away from it because only some people can use hiking straps. Older sailors and wives just aren't up to it. As soon as you put hiking straps in the boat, you tend to leave your wife home and get a tall, husky young man to hike for you.

If you want to keep a true family boat, I think you have to have one without hiking straps. The Flying Scot doesn't need them. She's so beamy, so stable, that we have plenty of stability and power without them.

## **A main racing problem today is that we have too many one-design classes. Is there a natural attrition in classes, or a life-span for a class?**

Several things have happened. Prior to hull molding the feasible way to build a boat was the chine boat, which was much easier, quicker. The backyard builder could do it, and it was a popular method for the early boats. The Star, Snipe, Comet, Lightning are all chine boats. They were simply designed that way to fit the materials.

Then we had hull molding where you could get the hull shape you wanted.

Classes then tried to convert to fiberglass. Some succeeded, some didn't, so that has resulted in attrition.

There are probably 600 classes, but most of them never get anywhere. Each builder likes to have his own boat. Most of them look alike, and are alike. There's no point in it. Just another name, without any distinction. Some classes last for awhile, then drop out.

Out of the 600 there are only a handful that really become national classes and last.

Also, people like to develop a boat. As long as they can develop, the challenge is there. There comes a time when the boat is completely developed; there's no more challenge, interest is lost, and they go to another boat.

The successful one-design class, if nothing else, should slow down the development if it wants to last for a long time. If you do it all at once, in a few years it's done. Now if you can slow it down over 30 years...

*(Continued on page 14)*



*Founders Identified - Left to right, Top Row: John A. (Jack) Belerwaites, Bob Meese, Henry Huber, Gil Dobson, J. Mason Pilcher, "Creck" Stewart, John Farago, Bob Schneider, Bill Belerwaites, Jack Belerwaites, Jr. Second Row: Charlie Taft, John Thiesman, Warren Rupp, John Melville, Dick Peeke, Ev Ohnsman (or Dr. Howard Taylor), Ruel Berno, Dan Meckley, Kae Perkins. Bottom Row: Phyl Peale, Jane Melville, Mary Douglass, Truman (Tru) Clark, Gordon K. (Sandy) Douglass, Vera Farago, Fran Rupp, Barb Huber, Lib Stewart. Photo taken at November, 1958, Flying Scot Sailing Association Organization meeting.*

## The Design

*(Continued from page 13)*

**How about cruising in a one-design? Highlander sailors have tried to hold cruises in conjunction with regattas to attract both racers and non-racers. Do you encourage the trend?**

I think it's a good idea. In all of these classes there are some who are interested primarily in racing and some are not, in the Scot we have quite a number who do limited cruising a week at a time.

I try to tell people at boat shows that there's more room in a boat like the Highlander or the Scot than there is in a cabin boat of that size because the cabin boat has rigid walls, and the Highlander and Scot are all room. You can improvise — there's room for sleeping bags and gear. You cruise only once in a while, but the rest of the time you have a good sailboat. You're not carting a house around with you all the time.

The minute you put a cabin on a boat, it isn't going to perform the way a good daysailer will, of the same size. If you get up to 26, 28 or 30 feet — yes, then you have a cruising boat.

**When do you plan to retire?**

I've retired from national competition. As you may know, I won a race in 1913, which implies that I'm no longer a youngster. It amuses me that the Thistles have what they call the Old Goat, which means that once you reach 50, you're a has-been. I won the Flying Scot North Americans at the age of 67, and I think that's old enough. That's when I decided I'd better retire.

## The Beginning

By Robert Meese

CLU, Mansfield, Ohio

Dave Upham, one of our local Flying Scot (No. 59) skippers, has shared with me the issue of **Scots n' Water**, including the picture taken upon the occasion of the Flying Scot Sailing Association Organization Meeting in Mansfield, Ohio, in February, 1959. I would like to suggest that the gentleman with the glasses, standing next to Dick Peake, is Charles Silsbee from the Wilmette Fleet, rather than the other individual's name.

Seeing the picture of the Organizational Meeting, brought back many fond memories of the year 1959. At the Organizational Meeting in Mansfield, Tru Clark was elected President, and I was elected Secretary. Nine of us in Mansfield had talked Sandy Douglass into selling us nine Flying Scots all at one time. The original Fleet included:

No. 49 — Bob Meese, No. 50 — Paul Tappan, No. 51 — Dick Tappan, No. 52 — Hank Huber, No. 53 — Warren Rupp, No. 54 — Dan Meckley and Paul Berno, No. 55 — Tru Clark, No. 56 — Gil Dobson, and No. 57 — Bill McGraw.

Tru and I, accompanied by our wives, spent many pleasant evenings around my dining room table writing a monthly newsletter to all registered Flying Scot owners, responding to many inquiries of one variety or another, promoting membership in the

FSSA at five dollars a pop, and promoting attendance at the first International Flying Scot Regatta, which was held in August of 1959 on Clearfork Reservoir in Mansfield.

We conducted a contest to name the publication **Scots n' Water** which was very unfair. We named it **Scots n' Water** because we wanted to all along.

Among the many individuals who helped us promote our efforts were: Creck Stewart and John Thierman of the Columbus, Ohio, Fleet; Jack Bierwaites, and Charles Silsbee and Bob Schneider of the Wilmette Fleet; Bob Greening of the Edison Boat Club, Detroit; Dick Peake and John Melville of the Cowan Lake Fleet; Don Hott and Sandy Douglass of the Keyser Lake Fleet; and Ken Perkins of Edgewater in Cleveland. I am sure there were many others who helped tremendously.

As for me, the 24 hour or 48 hour stands required in most of the Lake Erie Off Shore Races have become almost too demanding. The obvious answer is to return to small boat racing locally, which I may do someday.

It is almost unbelievable that those early beginnings since 1959 have developed into a three-thousand plus boat class. My congratulations to all of those, including the present leadership, who have contributed so much to help it along the way.

*Reprinted from March/April 1980*



# The Name

by Kit Logan  
Fern Park, Florida

Everyone, or nearly everyone, who has ever thought about Sandy's 19-foot sailboat has been told, thinks, feels or supposes that the boat was named for a train. While I was learning about the Scot, I heard that "neat" story.

Shortly after I rescued Flying Scot 1267 from a tiny Florida lake, my wife and I went "home" to Ireland and then to Scotland. After we saw the British Open at St. Andrews, we were to travel to London, and I decided to ride the Flying Scot. That's wrong. The train is called the "Flying Scotsman."

The train runs now from King's Cross station in London to Aberdeen in Scotland, Monday through Saturday. Returning, the Flying Scotsman leaves Aberdeen at 6:25 a.m. and arrives at King's Cross at 3 p.m. Eight hours and 35 minutes for 523¼ miles. That's five minutes faster than the run was made on August 21 and 22 of 1895. Such is the history of the route of The Scotsman.

The Flying Scotsman was the first British railway train to produce a fully authenticated speed of 100 miles per hour. This record was recorded during the Silver Jubilee of 1935. The engine was a Gresley Pacific. Such is the stuff of legends in the British Railway races.

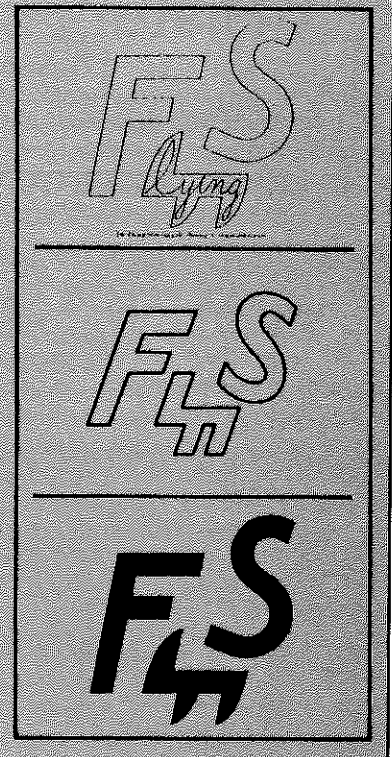
Today's Flying Scotsman is an Intercity 125 which reaches that 100-mile speed in 11 and a fraction minutes from a standing start with two power cars and eight trailers. At that speed the train is comfortable and safe. The diesel power units develop 2,259 horsepower. Carriage units are designed for a smooth, quiet ride. The train is a mechanical delight.

We went south with the Scotsman, boarding at Edinburg. The train's journey was 130.5 miles done by then, having left the granite city, Aberdeen, passed Stonehenge, Dundee, crossed the mile-long Fourth Bridge, the Tay Bridge, then paused in Scotland's capital, Edinburg. Leaving Edinburg at 10:10 a.m. we passed through Portobello, Harry Lander's birthplace, Dunbar with its handsome harbour, glimpsed The Thistle, St. Andrew's Cross, and the Scottish Unicorn on the border sign and dived through England's history for 300 or so miles to end in King's Cross Station built in 1852.

# The Logo

By Sandy Douglass

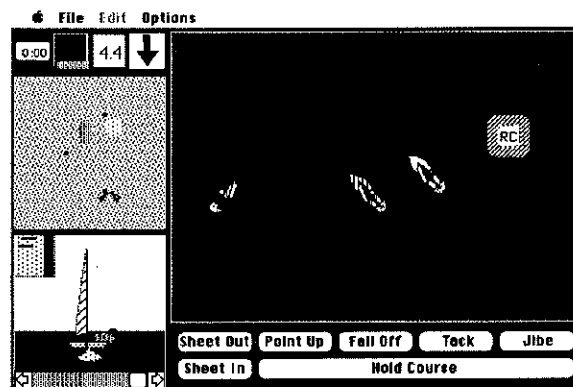
"The emblem presented an even more acute problem with even fewer choices. After futilely trying to come up with something Scottish but not too intricate for the sailmaker, such as bagpipes would be. I decided to use the two letters, F and S. But two letters do not make a good emblem. After more experiment, I designed and added the squiggle, transforming the two letters into a good emblem; an emblem with recognition value. The squiggle actually is a very stylized word, "lying" which, with the F, gives the FlyingS".



The excitement of riding on a train with my boat's name was made memorable by a lovely meal served while English countryside flashed by

the windows. The British Railway does our boat honor by keeping its name on their current Flying Scotsman.

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# History of DYC Flying Scots Buick Ad

Commodore Bill Lynch asked me to respond to your recent request for up-to-date information on the DYC Flying Scots. First, let me establish my credentials:

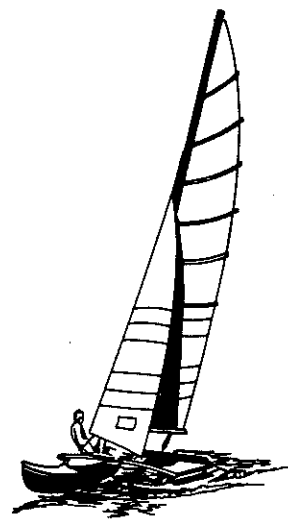
I came to this Country, as a student in 1958. That fall, I joined the Wayne State University Sailing Club. A very good friend, Kevin O'Reilly(\*), frequently invited me over to the Detroit Yacht Club. So I was able to witness the transition from Catboats to the Flying Scots. (By the way, Kevin O'Reilly won the F.S. Nationals in 1961. He is now an attorney in Glenwood Springs, CO. and no longer active in Sailing). In Spring 1960, I participated in the first of the annual Midwest Collegiate Sailing Association (MCSA) regattas that the DYC has been hosting ever since for 10 or more university teams. In early 1961, I joined the DYC, was immediately appointed Racing Skipper (few have achieved that without the tests prescribed by our still active Club Flying Scot Program), and have been an active F.S. sailor ever

since (except for 1978 to 1983 while on assignment for Ford in the UK).

The picture with the '61 Buick is on our DYC Flying Scot dock (it must have been taken in the Summer '60). Since we replace one or two Scots each year, the boats in the picture have been succeeded by at least 3 generations. I don't recognize any of the youngsters, but I will post the picture and invite those who are still member to identify themselves (assuming they don't mind revealing their ages!?). Even if we get no specific responses, I think you can safely assume that many of those pictured have become avid sailors, and some of substantial renown. For example, Diane Burton(\*), who was a junior in the '60's, is presently trying out for the Olympics in the Europe class.

Other F.S. Sailors of that era, and who are still active at the DYC, are:

Bob Cowles(\*), Detroit MI, Lee Smith (\*), St. Claire Shores, MI, Fred Meno(\*), Panama Beach Florida, Jim Smith(\*), Grosse Pointe Farms, MI, Eve



Perry White, Venice, Florida, Jerry Jordan, Harper Woods, MI, John Kroha, Grosse Pointe, MI, Commodore John Miller, Ferndale, MI, Howard Riley, Grosse Pointe Park, MI, Tony Wujek, Detroit, MI.

(\* ) These sailors also placed prominently in F.S. Nationals.

## North Sweeps North Americans

### FLYING SCOT '92 NORTH AMERICANS

**Championship Division**  
1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15

**Challenger Division**  
1, 2, 3, 6, 7, 8, 10

North Sails win again! Sailors using North Sails at the 1992 Flying Scot North Americans dominated both divisions.

With North you can be confident your sails will perform race after race — with winning results. If you have a question about sail trim, boat tuning, crew work or tactics, just ask. We're here to help!

Don't forget our Fall Discount!



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TEL 504-831-1775  
FAX 504-831-1776

**North Sails  
One-Design East**  
Brian Hayes  
189 Pepe's Farm Road  
Milford, CT 06460  
TEL 203-877-7621  
FAX 203-874-6059

# And the FLYING SCOT, too, is getting everybody's "aye"!

This advertisement, which appears on page 2 of this memorial issue, first appeared as a back cover on the January 9th, 1961 issue of SPORTS ILLUSTRATED, shows red pixies, a handsome automobile and beautiful sailboats. The boats are part of the fleet of FLYING SCOTS of the Detroit Yacht Club. That is why they are all red.

Not visible, but worth the telling, is the story behind the picture; the story of how the FLYING SCOT came to be selected, in preference to all other designs and classes, to be the "official" boat of the Detroit River yacht clubs. It is worth the telling because such club use, use by any and all members, subjects a boat to demands which are far more rigorous and exacting than those of private ownership.

A generation of Detroit sailors had grown up in their faithful old Club Catboats. Those beamy 23-footers, with their combination centerboard-keel, had been the "cock of the walk" for many years, had served well the multiple purposes for which the clubs had bought them. At last it had become obvious that the boats were aging beyond repair and would have to be replaced.

These were the boats used for inter-club racing, and sailed for the Detroit River Championships. They were used also for family day sailing and picnicking, and for the instruction of beginners. They had served faithfully, they had been loved, it would not be easy to find a boat to replace them.

A committee was appointed to investigate the matter. Over the course of several years they tried out every known boat which might serve their purpose, but not one of the boats possessed, to a sufficient degree, all of the qualities they were looking for. Such a boat would have to be, first of all, an interesting boat for the experts, modern in design and rig, with performance and handling qualities to satisfy the racing men.

At the same time the boat must be so gentle, safe and stable, that beginners could handle her. She must be roomy enough and with comfortable seating accommodations

to sail well with a large party. She must be strictly one-design and remain so.

She must be a quality boat, must be well built, ruggedly built, and rigged to withstand the unbelievable punishment to which anything is subjected which is not privately owned. And the boat must be priced fairly to be of good value...to be a good Club investment.

No boat the committee tested met all Club requirements...and every boat on the market was tried. There had been no agreement. The situation was critical. Some of the older members even wanted to have new catboats built, but the cost was prohibitive.

Then, in 1957, the FLYING SCOT made her debut. As soon as arrangements could be made the committee travelled from Detroit to Cleveland to try out one of the very first SCOTS.

Each member liked her so much the committee asked her designer and builder, Gordon K. (Sandy) Douglass, to take a SCOT to Detroit for further trials. Here the boat was put through her paces by other members of the Detroit clubs. Instantly, she made a hit! In fact, within the month, she was voted to be the new Club Boat.

And so the Edison Boat Club placed an initial order for three FLYING SCOTS for the 1958 season. By the end of May, after two months of intensive sailing, the members liked the new boats so well they ordered three more for immediate delivery. The next year, 1959, the Detroit Boat Club and the Detroit Yacht Club each started their own fleet of FLYING SCOTS.

How have the boats stood the test of use? All three clubs have since ordered additional FLYING SCOTS, eloquent proof that these boats have met fully their expectations. A fourth club now has a fleet of privately owned SCOTS, and thus the FLYING SCOT has become one of the most popular of the Detroit racing classes.

Yes, the FLYING SCOT, too, is getting everybody's "aye". In other parts of the country other clubs and other owners are finding that the FLYING SCOT is by far the best buy, the best all-around boat to be had,

truly an All-American! You will think so too!

For complete information and a beautifully illustrated brochure write:

**GORDON DOUGLASS  
BOAT CO., Inc.**

OAKLAND  
MARYLAND

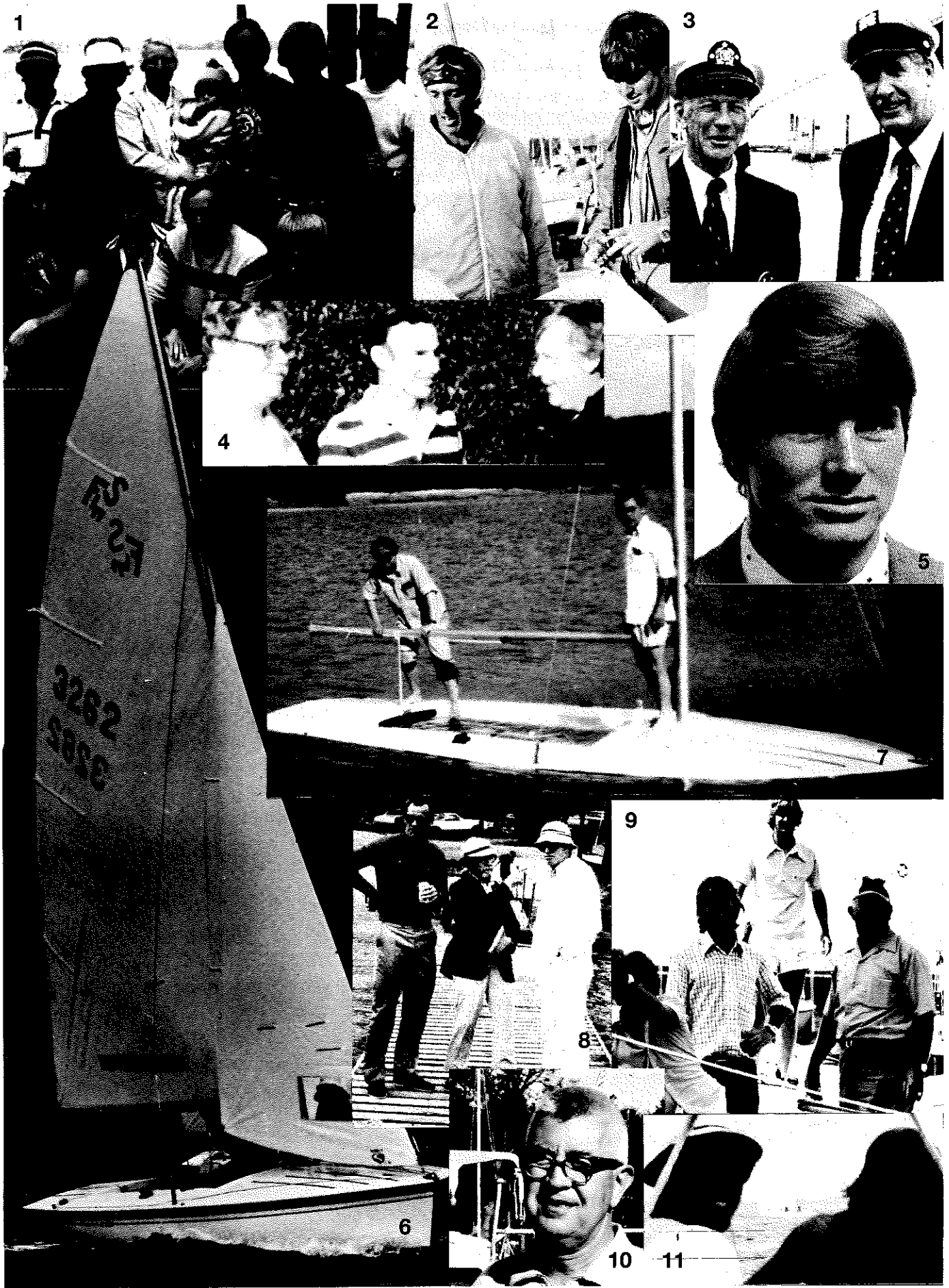
## Inquiry as to Health of Flying Scots at Detroit Yacht Club

I was given your letter to the Detroit Yacht Club and the article by Hans Kuschnaris to answer your question if the organization is still alive and well. We have twelve Flying Scots that we use for instruction, day sailing, intra club racing and inter club racing. Our group consists of approximately fifty active sailors plus novices and students. Thirty to fifty club members take instruction in the Flying Scots. Our program starts at the end of March and goes through to the first of November. Though the district and national activity has slackened there is still enthusiasm for the boat and sailing activity. It is interesting to note that our former fleet representative Commodore Ed Theisen has after a successful tenure as the Detroit Yacht Club Commodore taken the reins as the Commodore of the Detroit Regional Yacht Racing Association. Also one of our former Chairman Ted Everingham is an active Judge on the Challenger Series for the America's Cup.

William B. McIntyre, Jr.



# The Past

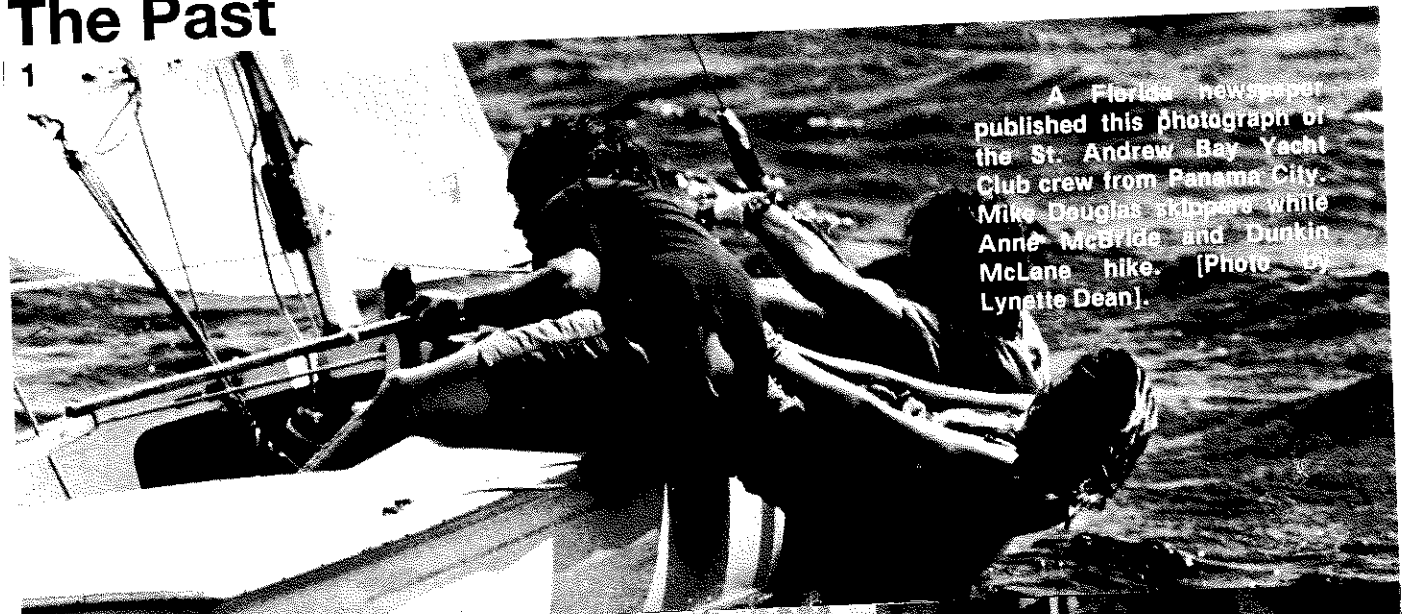


# The Past

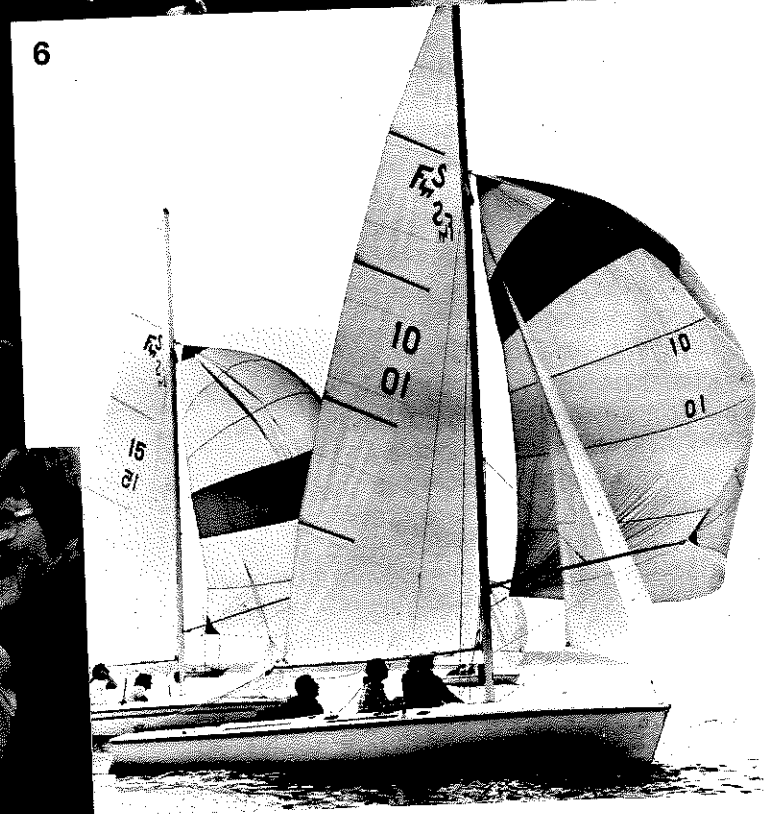


1. Buckeye Winners: John Aras [1], Scott Jones, Jo Baugher [2], Dan Miller, Herb Miller [3], Mark Allio, Jean Seifrick, Jack Seifrick [4], Jeff Walters. (1978)
2. Major Hall and Tom Ehman (1977)
3. 1980 Carolinas District Champion Kent Taylor (FS1296) and Crew Del Foster sailing to windward on Lake Norman. (1981)
4. Jack Orr Winning Marblehead Race Week and Northeast Regionals. Barnes (l) Rose (r) congratulate Dr. Jack Orr. (1975)
5. Paul "Crash" Newton former Scots N' Water Editor. (1981)
6. Flying Scot (1982)
7. Builder Eric Ammann demonstrates that two men...380 pounds...float with bow plate and transom above water. (1978)
8. Sandy Douglass discusses the demonstration rides with planner, George Fischer, right, and FSSA Executive Secretary, Ed Eubanks. (1980)
9. WHAT A START! – Getting out of the berth can be half the problem as Floyd Davis (right) finds himself between a piling and Tom Ehman's boat as his crew tries to shove off. Ehman, in background, and Davis also tangled on the course in duels in the last three races. (1974)
10. Bill Singletary (1975)
11. Defending Champ – Tommy Ehman, 1973 FSSA champion, relaxes with crew member Dan Lyons (left) after winning the championship last year on Long Island Sound, off Riverside, Conn. Ehman put together a 4-2-2-2-7 series to hold off Paul Schreck by one-half point. (1974)
12. Sandy Douglass makes his point in chat with champ Art Ellis. (1975)
13. The Mid-Winters means good company and good conversation. Relaxing outside the St. Andrew's Bay Yacht Club in Panama City, Fla., are Paul Schreck of Lillian, Ala., Floyd Davis of Panama City and Bill Singletary, of Durham, N.C. (Photo by Bryson's of Pensacola) (1974)
14. Floyd Davis winner Executive Secretary Award. (1980)
15. Wally Lineburg presented the Foremost trophy to the Flying Scot Association. And President Bob Vance, right, presented the first winner, Larry Taggart of New Orleans. (1978)
16. Paul Nickerson, former Scots N' Water Editor & wife Chris. (1981)
17. Charlie Dees and Granny
18. Attendees at the 25th Anniversary Regatta who have been involved with Flying Scots for 25 years. Top row, left to right: Creston Stewart (No. 70), Dick Peake, (No.18 and founder of Fleet 1), Ken Perkins (No. 11), Jack Brown (no 4), George Spencer and Don Hott (No. 29). Bottom row, left to right: Bob Greening (No. 30), Eric Ammann and Sandy Douglass. Also present: Ted Glass.

# The Boat The Past



A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skippers while Anne McBride and Dunkin McLane hike. [Photo by Lynette Dean].





# The Past



1. A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skippers while Anne McBride and Dunkin McLane hike. (1978)
2. GOING OUT AS CHAMP – Immediate past president and new commodore Ted Glass takes the microphone to accept the trophy for winning the Challenger Division at the NAC in Cleveland. NAC general chairman Rolf Krotseng (left) and new FSSA President Lewis B. (Buddy) Pollak flank Glass. (1974)
3. CHAMP – Carolinas' District winner Macon Singletary with parents Dr. and Mrs. William Singletary. Dad crewed. (1973)
4. Juniors learn leadership and responsibility from FSSA leaders like Gulf District Governor Mike Johnson who is always present for events in his area. (1980)
5. Scot designer Gordon Douglass
6. FSSA North American Champion Paul Schreck and crew Hunter Riddle and Rick Zern (FS 10) won third place honors representing the Flying Scot Class in the Championship of Champions.
7. Measurer, Sailmaker, Boat Builder - Waiting for the fog to clear are measurer Dan Hatt, sailmaker Al Schurr, and boat builder David Bell.
8. NAC Champs, Andy Fox, sitting and crew Andy Kleen, standing. (1981)
9. Buckeye winners, left to right, with crew sitting in front of skippers: 1) John Aras and crew Stu Tubbs; 2) Jack Seifrick and Jack, Jr.; 3) Jerry Hartman and Mike Salmon; 4) Paul Blonski, wife Mary Jo and brother John; 5) Jack Leipper and wife Rosalie. (1976)
10. Gordon "Sandy" Douglass with crew Eric Ammann control the start of the Douglass Monohull Regatta. Sandy won. (1979)
11. Trophy winners and Panama City, Florida hosts are, left to right, Allen Douglass, regatta chairman; Mike Douglass, fourth place finisher; Hoagie Herman, second; Marc Eagan, champion; Tom Ehman, third, and Commodore Lytle of St. Andrews Bay Yacht Club. (Photos by Hal Marcus) (1978)
12. Scot designer Gordon "Sandy" Douglass offers Paul Schreck congratulations on his third NAC victory, crew John Blonski beams his approval of winner's plaque (1975)
13. Gordy Bowers, Mid-Winters Champion. (1977)
14. "Butter Scotch" Scot surfing on Lake Michigan. (1976)
15. Top ten finishers at Clear Lake, Indiana, were (left to right) front row; John Stanley 10th; David North, 8th; Bob Edwards, 6th; Tom Ehman, 1st; Dan Miller, 3rd. Back row: John Moyer, 4th; Bob Welty, 9th; Jim Horein, 5th; Bob MacKenzie, 7th; and Jack Seifrick, 2nd. (1978)

# THE ASSOCIATION

The Flying Scot Sailing Association (FSSA), started almost immediately after Sandy designed the boat. There have been guidelines that Sandy and the founders started with (most of them still in effect) His strong direction and goals have made the class move very slowly toward change and/or "improvements."

Many people have held the "helm" of the Association from various places. It is currently being run from the offices of J. Edgar Eubanks and Associates in Columbia, South Carolina.

There are 116 members of the Association, 14 districts and 12 fleets that are organized. The Flying Scot Sailing Association members are a varied group, while the regattas are very well attended (71 at the Mid-winters, 69 at the Wife Husbands, 40+ at the Anniversary, 54 at the Nationals) less than half of Flying Scot owners race.

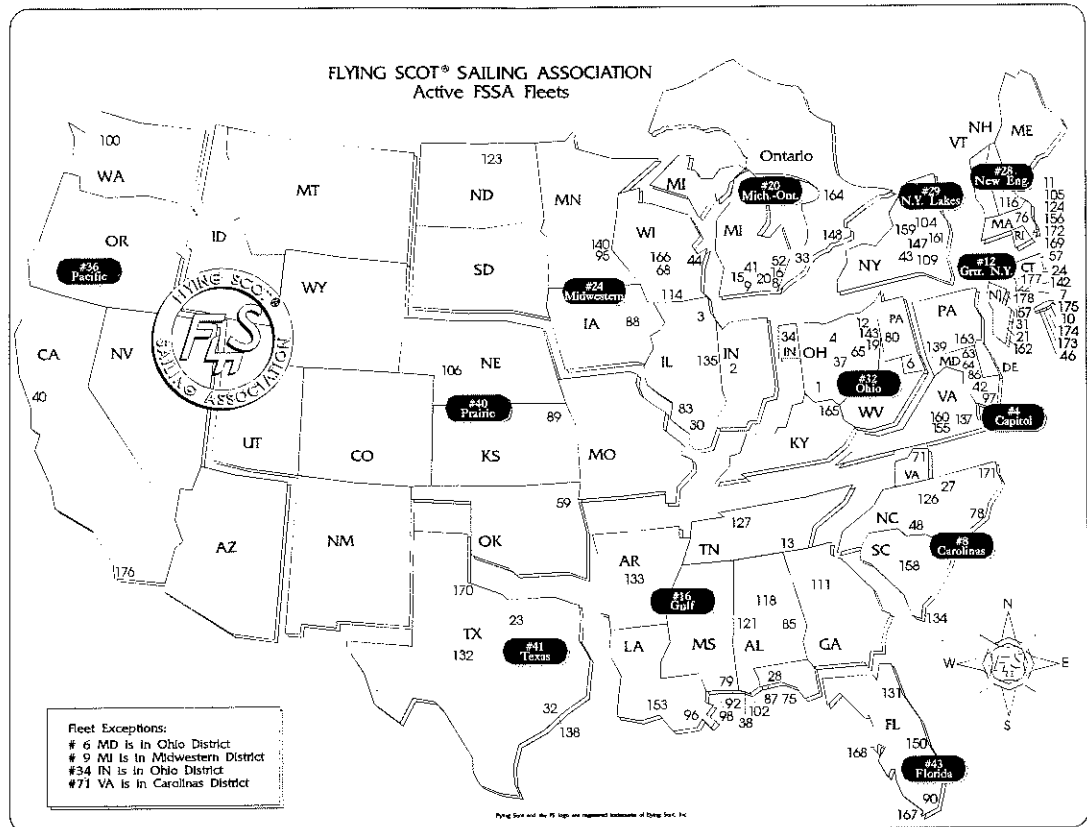
There is an annual cruise, usually to foreign lands, cruising weekends and days are planned at clubs.

The Association has remained strong due to a good balance of people and activities. The comradery of Flying Scot owners has not only become legend, it is a drawing point to prospective boat purchasers.

Any questions or inquiries can be

made to the Association office or toll free phone number.

All members receive Scots N' Water bi-monthly. This magazine features tips for boat handling, new ideas on rigging, regatta notices and results plus much more.



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# THE BOAT COMPANY



*Boat #1 racing against #4331 at the 35th Anniversary Lake Cowan, Ohio (1992).*

When the Flying Scot was first put into production Spring of 1957 the company was named the Gordon Douglass Boat Co., Inc. The location of the factory was Gordon (Sandy) Douglass' home in Mentor, Ohio. Eric and Mary Ammann joined the company and in short order, became Sandy's right hand man in production and marketing the Flying Scot. Orders were coming in and boats had to be delivered.

A combination of events (not the least of which saw the State of Ohio condemning Sandy's new house) led Sandy to move the Gordon Douglass Boat Co., Inc. from Mentor, Ohio to Oakland, Maryland in August 1958. The company took up residence at Third and Omar in an empty car dealership. From this location, Sandy and Eric built the Flying Scot into a strong national one-design class. They spent as much time as possible with each customer



and strived to add "the personal touch" to the business delivering hundreds of boats coast to coast. A major accomplishment included the adoption of the Flying Scot as the official club boat for the Detroit River Yachting Association and the Gulf Yachting Association. This gained valuable exposure to hundreds of members at more than fifty clubs.

In 1971, Sandy decided to retire and sold the business to Eric Ammann. After a brief partnership, Eric bought out all of the shares and brought his wife, Mary, into the business. Together they continued to build on the tradition of quality and personal contact. They also began to focus on an ever increasing part of the business.

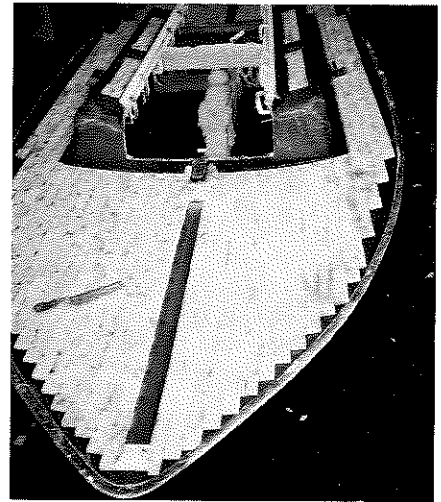
With more than 2500 Flying Scots having been built by 1975, there was an



*Eric Ammann with Larry Taggart upon his retirement at the NAC in Riverside 1991.*

increased demand for replacement parts. Eric and Mary worked to build on this by setting up a daily pick-up by UPS and allowing any Flying Scot owner to be on an open 30 day account. "The bill is in the package, send us a check when you get it." became a common phrase in dealing with Scot owners. Eric and Mary also worked hard to get most orders out within 24 hours. Flying Scot owners responded to this preferred treatment and rewarded the company with an ever increasing demand for replacement parts and almost no bad debts.

Eric and Mary also recognized a need to focus more on individuals who



did not know how to sail as the best source for new customers. They rented a property on the Turkey Neck section of Deep Creek Lake called Hickory Ridge in the summer of 1975. They also employed a college student, Harry Carpenter, to manage the rental and sailing school. Things were slow at first and Harry worked more at the factory in Deer Park than at Hickory Ridge for the first two years. While not showing a great profit on paper, Hickory Ridge became an important aspect of Gordon Douglass Boat Co., Inc. It allowed individuals who did not own property on Deep Creek Lake access through the mooring rentals. It provided a place where Eric & Mary could send new owners and prospective owners to learn about sailing the Flying Scot. Finally, it brought a stream of new prospective customers through the rental operation.

In June of 1978, Eric and Mary employed Harry Carpenter on a full time basis to assist in the operation of



*Harry & Karen Carpenter*





*The gang at North Sails  
salutes  
Sandy Douglass  
and his ever popular  
Flying Scot!*

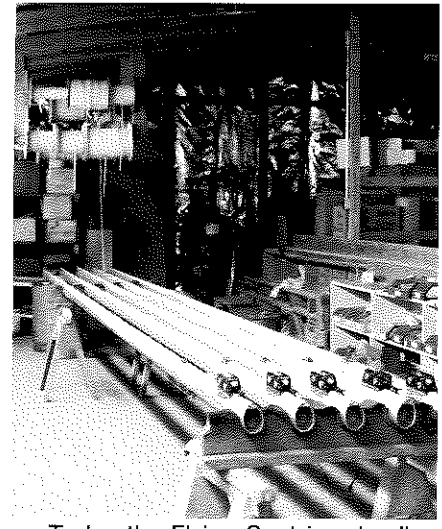
The winning edge in one-design.





Karen was a Registered Operating Room Nurse living in Chambersburg, Pennsylvania. She became Harry's regular crew and together they have won many Flying Scot events including the North American Championship in 1988.

Eric and Mary first discussed retirement with Harry and Karen in 1985. Harry and Karen expressed an interest in working toward eventual company ownership. Harry became the company Vice-President and began to acquire stock in Gordon Douglass Boat Co., Inc. The company employed John Clickener to eventually take Harry's place when Eric and Mary retired and Karen began working part time to learn as much as possible from Mary.



Today the Flying Scot is a leading one-design class in the United States. While many small boat builders have folded their tents, the Gordon Douglass Boat Co., Inc. has continued to grow producing more boats in one year than most other small sailboat builders produce in ten years. The ever increasing number of Flying Scots has increased the demand for parts and as the boats age, repair and refurbishing is

*(Continued from page 23)*

the business. Harry began working in the shop rotating through most of the different production operations. He also helped Eric and Mary with the office tasks. Harry began to campaign his own Flying Scot at major Flying Scot regattas including the North American Championship and the Midwinter Championship. Harry met his wife Karen at one of these regattas in 1979 and they were married in April 1981.

The operation of the business continued in the same tradition with everyone continuously working to make the Flying Scot an industry leader in quality and service. When new resins or fiberglass material were introduced, Eric and Harry would consider their value to the production of the Flying Scot and many have been incorporated over the years so that the construction materials are state of the art while the design remains unchanged.

*(Continued on page 26)*

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**In Stock:** NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "**kind-to-the-crew**", race equipped SCOT. MAGI rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat and not the crew or sails).

**Previously owned SCOTS:** All with MAGI warranty. Call or write for details.

**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud and tiller covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Instructions and photos. Catalog available.

**Check your Gooseneck!** We have all the **parts** to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

**Accessories:** DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear; EXTRASPORT pfd's, ACCUSPLIT racing timers, at \$43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA compasses, and much more. **Call us for holiday or birthday shopping suggestions.**

**New Items:** HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$33 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

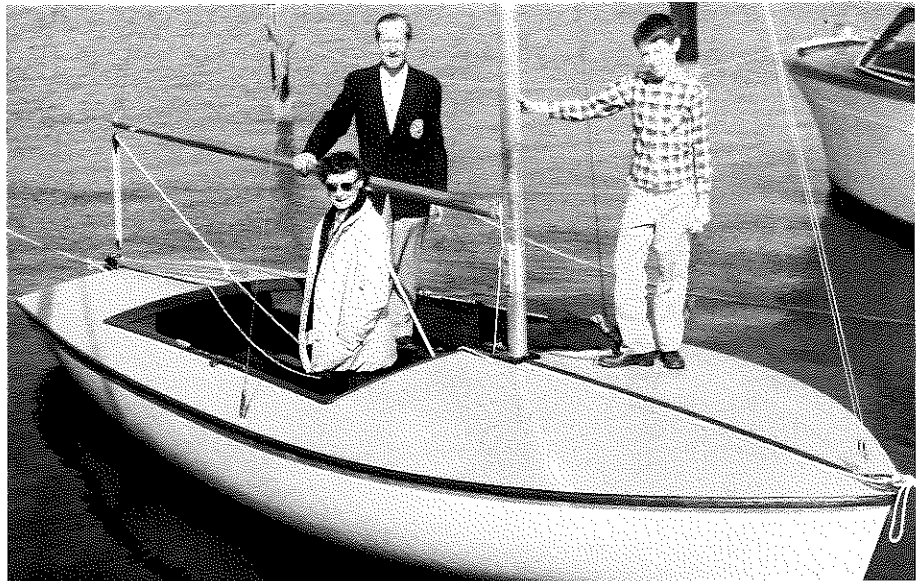
**Boat Hoist:** Aluminum "A" shaped hoist, lifts four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, anchor system, shipped partially assembled by common carrier or completely assembled on your SCOT trailer. Call or write for more details.

**We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.**

**The Boat Company**  
(Continued from page 25)

becoming a large part of the business. Douglass Boat resisted the temptation to expand during the 1980's. While remaining open to new products and new opportunities, Gordon Douglass Boat Co., Inc. has always believed firmly that "slow and steady wins the race". This philosophy has certainly proven successful over the last 34 years.

While the retirement of Eric and Mary Ammann and the dissolution of Gordon Douglass Boat Co., Inc. is a notable landmark in the history of the Flying Scot, it is not a turning point. Harry and Karen Carpenter have spent too much time with Eric and Mary Ammann to contemplate radical changes to the business practice. The name Flying Scot, Inc. was adopted by Harry and Karen, but the business philosophy and operation will continue in same tradition established over the past 34 years. Flying Scot, Inc. will continue to strive toward building the best boat possible and providing prompt, personal service. Eric and Mary will be employed by the new company on a part-time consulting



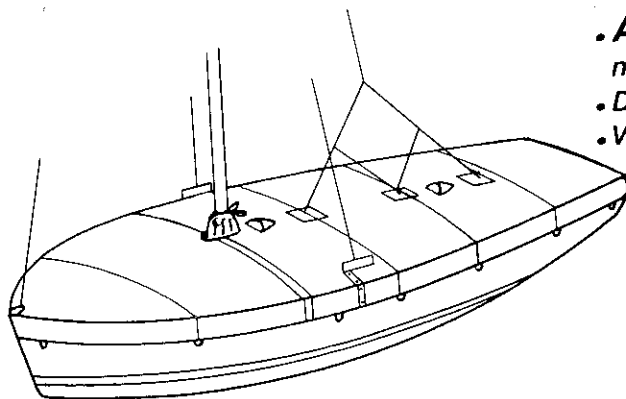
Prototype FS #0 the "Patriarch" day-out at Corpus Christi (1956).

basis so that their years of experience will still be a large benefit to the new company. All of the employees of Gordon Douglass Boat Co., Inc. will remain with Flying Scot, Inc. and the operating facility will not change.

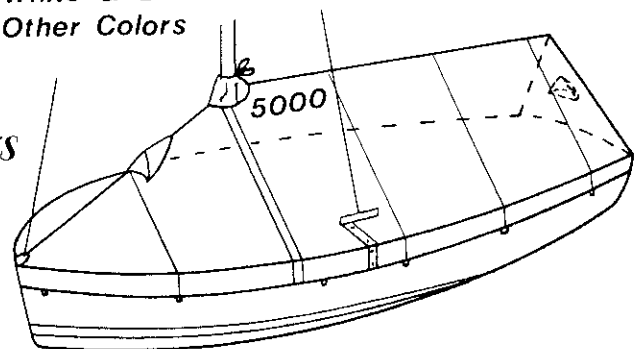
In terms of future sales of Flying Scot sailboats, the outlook is quite good. The American public is faced with fewer and fewer choices as the

field of builders narrows. The remaining builders will be stronger and will find quality in design and construction to be the key elements to success. This is something Gordon Douglass Boat Co., Inc. has always believed and will certainly be an integral part of Flying Scot, Inc. operations.

# ACRYLIC FLYING SCOT COVERS



- Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
- Very light & easy to handle
- Never stiff or brittle
- Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	\$ 275.00	285.00	299.00
Flat Full Side	365.00	379.00	399.00
Tent 6" Skirt	315.00	320.00	335.00
Tent Full Side	405.00	418.00	438.00
Sail # Installed	25 <sup>00</sup>		

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# The Present '92 Jr. NAC

Pensacola Yacht Club will be the site for the 1992 Flying Scot Junior North American Championships to be held November 14 and 15 in conjunction with the Jubilee Regatta. Three races will be attempted on Saturday and two on Sunday. Entry fee is 20.00. Registration on Saturday, November 14-0930-1030. Junior NAC class will have its own start.

Eligibility — FSSA membership. Skipper must reach 13 years of age, but not 18 in 1992. Crew must turn 13 in 1992. Immediate family (father, mother, brother, sister) may serve as crew. NOTE: Provided a parent is crewing, minimum age for skipper and crew does not apply.

PYC last hosted this event in 1988 with a great turnout of 19 Scots. The champion then was Charles Meade, with Manning Montagmet and Scot Mathis placing second and third. Who will be the Champion in '92? Come on to Pensacola YC and find out.

For further information and inquiries regarding chartering call Steve Bellows, (Day - 904-438-9354 Evening - 904-433-8804)

# Regattas

**October 17 & 18, 1992**  
**Big D "OPEN HOUSE REGATTA"**  
**Fleet 23, White Rock Lake**  
**Corinthian Sailing Club,**  
**Dallas, Texas**

Before your Scot is "iced" down for the winter, come join us in Dallas for a three race regatta sailed in perfect early fall weather conditions. Top competition with over 30 or more Scots competing in two divisions, highlighted Saturday evening with a huge TEXAS sized steak dinner cookout on the dock. Accommodations at Fleet members' homes and some charter boats available. ALL Y'ALL COME!! Contact: Pat Manicckia, 8123 San Fernando Way Dallas, Texas 75218 (214) 321-7232

**Jubilee Regatta**  
**Pensacola Yacht Club**  
**Pensacola, Florida**  
**November 14 & 15, 1992**

For further information call: Steve Bellows (Day 904-438-9354; Night 904-433-0865) or the PYC Office (904-433-8804). PYC street address: 1897 W. Cypress Street.

# Caveat Emptor

**FS 4478**, '88 Douglas Blue tint hull, with blue stripe. Two sets of sails with windows, spinnaker, WACO 360. Tee Nee trailer, dolly, dry sailed \$7,000. Contact Bill Foley, Westfield, N.J. (908) 654-6291.

**FS 4497**, Douglass, White hull/deck. Dry sailed. Race rigged. Excellent condition. Ullman sails. Brand new spinnaker. New Full Mooring Cover. Galvanized Highlander tilt trailer. Priced to sell at \$7,300. D.L. Earsom- Home (214) 327-2714, business (214) 708-6957.

**Sugar Bowl Regatta**  
**Dec. 26th & 27th 1992**

Southern Yacht Club is the host this year of the fabulous Sugar Bowl Regatta. Each year this event draws over 200 boats. Two divisions of Scots - GYA & Regular. No registration fee. Info. Larry Taggart (504) 836-5225

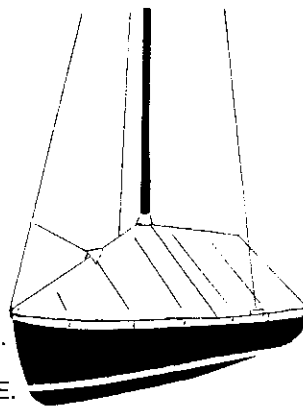
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**ACT NOW!**



## JACK ORR

It is with much sadness that we must report that Jack Orr passed away August 30th, 1992 due to a tragic accident.

Jack was an excellent sailor, a wonderful person and a great friend to the Flying Scot Class. At the time of his death he was serving as our 1st Vice President. Our thoughts, prayers and sympathy go out to Jack's family and friends.

Memorials can be made in his name to the Danbury Hospital Development Fund, 24 Hospital Avenue, Danbury, CT 06810.

# The Future

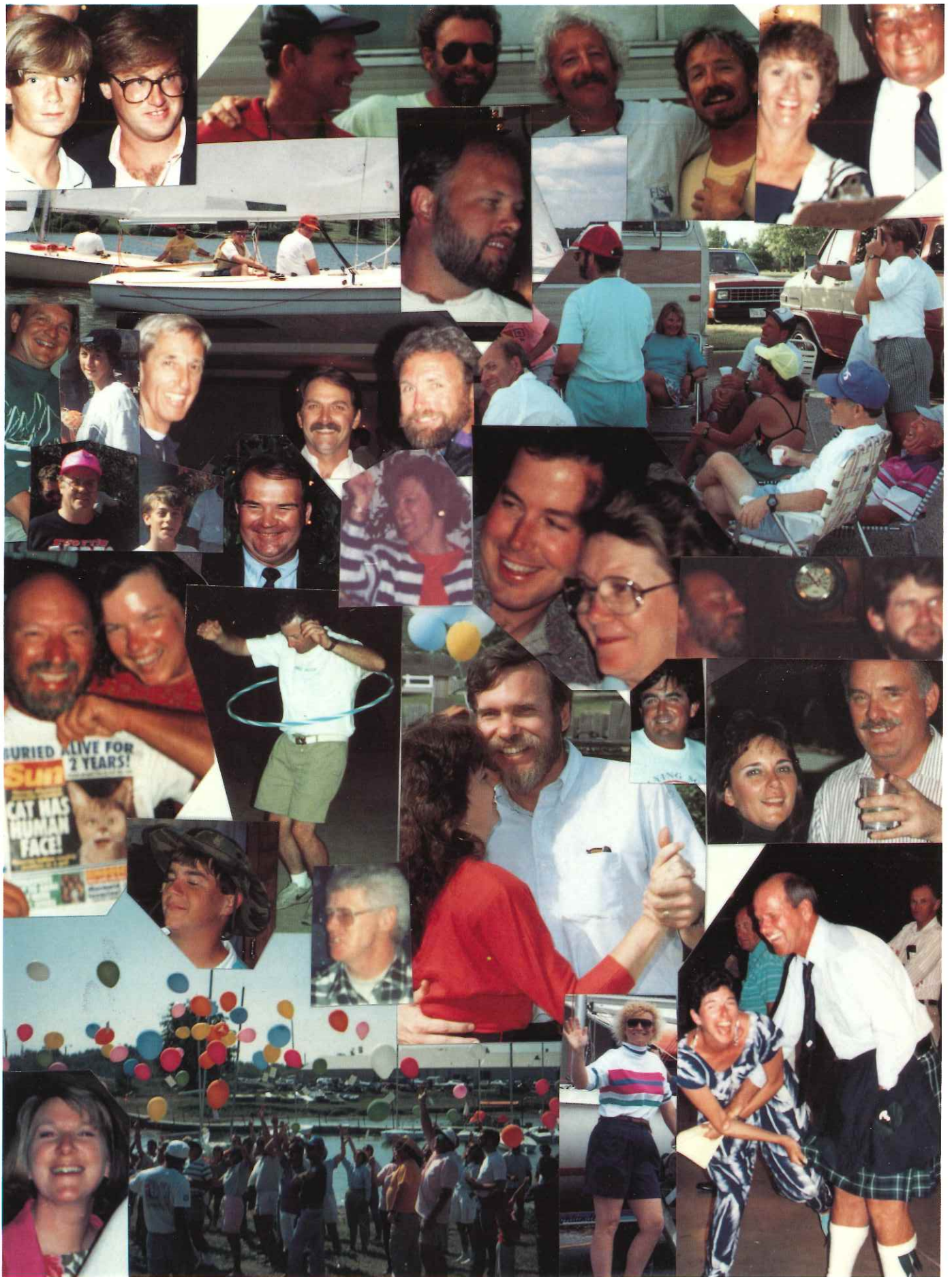








# The Future









*Sailing Strong After 35 Years...  
At Flying Scot® Inc., Quality Endures.*



# FLYING SCOT®

While other classes have come and gone, the Flying Scot is still growing strong after 35 years.

At Flying Scot® Inc., our commitment to quality is uncompromised and unchanged since Sandy Douglass built the first Scot in 1957.



And to make sure your Scot is always ready to sail, we maintain a complete parts service department. No searching or waiting. All parts are available and most parts can be shipped within 24 hours. And because you are a Scot-owner, yours is an open account.

We build new boats to order — boats built to last.

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