

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXVII NUMBER 1 JANUARY/FEBRUARY 1994



**World Class Sailor,
Buddy Melges
to be present at Midwinters!
See page 16**

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Scots n' Water

COVER:

Taylor Smith of Duxbury, MA effortlessly hoists the Scot as it is being launched for racing.

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Scots n' Water

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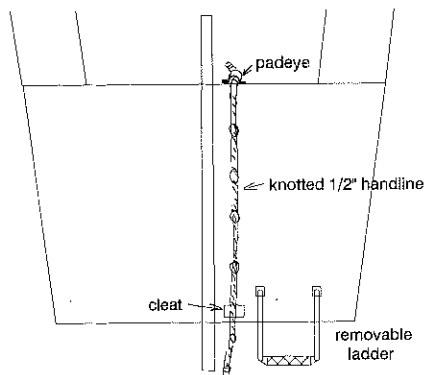
TO THE EDITOR

Lynne "Sunshine" Hartman

Dear Editor,

I read with great interest Harold Bauer et al.'s letter on getting back into the Flying Scot after a capsized, in the November/December issue.

I note that the people having the most difficulty were middle-aged or elderly, and have also noticed this at our club, Shore Acres YC, Fleet 31. I do not imply that these people are unfit, but do note that age has some significance in this matter. I too am in this category. When you are in the water, you are denied the use of two of your most powerful assets regardless of age, which are your legs, unless you have a ladder, as suggested by the Berlin Yacht Club.



To address the point made Berlin YC, I would suggest installing a knotted 1/2" handline from a point on the rear deck between the tiller and the seat, which would extend back over the transom, and trail in the water for about a foot. Once the boat has been righted, the lightest crew can climb hand over hand using the handline assisted by the other crew, holding on to the end of the handline or the transom rope. A ladder can then be installed over the back of the transom, to allow the heavier or more tired crew to board.

We have installed a removable aluminum ladder on our Scot as my wife loves to go swimming on hot days in Barnegat Bay, and it supports easily my 210 lbs. This may seem like belt and braces when it comes to getting back into the boat, but after struggling

to get my 100 lb. wife back into the boat on a calm day, without a ladder, this was the best investment I ever made for the Scot.

I would also suggest that when righting the boat, have the lightest crew get into the boat first. Right the boat, thus having someone available to control the boat from sailing away, and to install the ladder.

Pat & Carolyn Lamond (FS 4352)

Dear Editor,

This is in response to the letter from Harold Bauer, Ron Fiedler, and Dick Lilley, in the November/December issue. I share the concern of these three sailors (one Highlander and two Thistle skippers, respectively) who were serving on the Race Committee together. I also witnessed the same events, but from a distance. I have also seen other Scot sailors have similar difficulties trying to re-enter a righted boat.

I have a suggestion. I once owned FS 278. For those of you who have seen boats of a similar vintage, you may remember the old boom crutch arrangement: a folding scissors that fit in two holes in the aft deck. When I had need to replace this crutch, I discovered that it was no longer available, and I replaced it with the new vertical post. That left me with the two holes in the aft deck that no longer were needed for a boom crutch. Concerned about my ability to reach anything from the stern safety line, I added another safety line by knotting a short length of line under the aft deck and running it through the two holes. I reasoned that I could reach and grab this with one hand, while still holding on to the stern safety line with the other. However, I sold FS 278 before I had occasion to use this system. My new Scot obviously doesn't have the holes in the aft deck. Does anyone else have experience with the efficacy of such a system? If not, it would be worth a few trials. If it works, this would be a very clean solution, and a retrofit kit would be easy for owners to install.

**Michael Gold, FS 4785
Fleet 19**

Dear Editor,

I read with interest the letter to the editor in the November/December, 1993 issue of Scots N'Water, referring to the difficulty in reboarding a capsized Flying Scot.

I had an identical situation a year ago, when I was sailing with two members of my family, both age about 30. I was 58 years old at the time.

The boat took on no water whatsoever. I did not have any difficulty in righting the boat, but it was impossible for me or my family members to reboard the sailboat. We were able to get back into the boat only because other members of our family were out in the ski boat and we climbed aboard it by way of the ski platform, and then climbed aboard the Flying Scot.

I thought at the time that it was probably a matter that I am over 200 pounds and not in the same physical shape that I was as a teenager, but I was interested to know that I am not the only one with this problem.

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To The Editor

(Continued from page 4)

Dear Editor:

My family sails with me on FS430 which we purchased nearly a year ago, we have invested untold hours refurbishing, updating, and making ready "this ole boat" and now disaster! I have sailed all my life and have applied my hard earned knowledge of seamanship in this refurbishing and the training of my sons.

I found a quarter inch mountaineer line rated at 600+ lbs and using a sewing needle and ten lb nylon thread, I stitched this 1/4" line to my 30 year old jib sheet primarily to reduce weight at the clew of the sail (Cost \$2.35) and be user friendly to my crew. I didn't have the money to buy new sails immediately so I recut and stitched (on my wife's sewing machine much to her chagrin). These alterations to my 30 year old sails have earned respect on our local lake. I ordered a new set of North Sails made from the fabric 165HTP SQ sail cloth.

They should arrive tomorrow or the next day.

The problem arises on the letter contained in Scots & Water which arrived yesterday! (Vol. XXXVI No. 4 July/August 1993). I have never before experienced repression in marlinespike seamanship or sail design to this magnitude. When I selected these sails I likened the selection to the advances made by Ted Hood in sail cloth design which awakened the world in defense of the America's Cup in the 1960's and I welcomed the advance in superior technology which not only promised speed but durability to rival my 30 year old sails.

Tonight I have given thought to the prospects of my loss, monetary and in sportsmanship! I envisioned my gut feelings when inevitably I am outlawed from the fleet for illegal sails and what my gut feeling might be toward the skipper who justifiably (by current standard) protested my participation. I don't like the nightmare of vision that followed.

In my youth (ancient history) I witnessed 3 dismastings in Dragon one design class racing (30' mahogany sloop) in heated confrontations of port starboard crossing, and in fact our families Pearson Ensign was dismasted

in a 4th confrontation while my father was at the helm...He never sailed again! (Even though he was on starboard at the time.) Both Dragons and Ensigns are now history.

I have further witnessed the heat of competition coupled with personal vendetta to create excessive behavior, which has resulted in loss of life and the loss of a reasonably large sloop in a storm at sea. In short, I am personally and acutely aware of the demise of two one design classes which I attribute to errant sportsmanship and now find myself embattled in the future of a 3rd (I do not choose to be in this position.)

I have had to make decisions now, that I do not relish?

(1) I will honor my agreement to buy the North Sails HTP 165 sails.

(2) I will utilize the best of my marlinespike skills.

(3) I will continue to race until I am outlawed.

(4) I will then try to sell my Scot at a price to minimize loss.

(5) I will never engage in one design racing again.

(6) If I cannot sell my Scot, I will put a motor in her and use her as a launch.

To the hierarchy of the Flying Scot Fleet: Please do not destroy this fleet, I have enjoyed racing and in the past have felt that the Scot was safe for me and my family!

Respectfully submitted,

Mark E. Notbohm
402 Longview Avenue
New Cumberland PA 17070

Dear Mark,

I was sorry to see that there was perhaps some confusion over a comment made in Forest Rodgers' "Open Letter to the FSSA President" in the July/August 1993 issue of Scots'n Water. In that letter it appeared that there had been some discussion among the Measurement Committee about limiting sail cloth weights and setting them at a weight that would make some of the present fabrics (specifically 165 HTP²) illegal. After just receiving a brand new suit of sails built out of this material, I can appreciate your concerns that in another 6 months

might be illegal...

However, this is not the case.

1) North Sails would never sell a suit of sails if there was discussion about the legality of their construction.

2) If, for some reason, the Flying Scot Class would make a decision to make a suit of sails illegal, we would most definitely stand behind our product and remedy the situation. Whether a decision like that would be the sailmakers' responsibility or not, it would certainly **not** become our customer's problem.

3) On the other hand, it would be highly unlikely that the FS Measurement Committee would ever make a decision that would greatly inconvenience a large number of FS sailors without grandfathering the parts subject to their decision. This was the case with laminated mylar sails that were outlawed in 1988.

4) Finally, I have had discussions with Bob Neff about sail cloth weights (as well as a host of other items) with an intent to, perhaps, help prevent any misunderstanding or potential problems that might develop in the future. Bob, I believe, recognizes that the 165 HTP² presently used is a very good fabric and quite durable. He has never had any intention, as far as I know, to outlaw this fabric. On the other hand, he does feel that it may be wise to standardize a minimum cloth weight. This would give sailmakers a basis to work from. If, in the future, a lighter, more durable cloth was developed, the decision could be reconsidered.

I believe that the FS Measurement Committee is simply reviewing *every* part of the boat to be sure that the rules, present and future, will help maintain the one design philosophy of the FS Class. Certainly, there will always be areas that will draw controversy from a number of members. I think this is inevitable when any Chief Measurer decides to take a stand. I believe that the present direction is healthy for the continued success of the Flying Scot Class.

Greg Fisher
Manager
North Sails One Design Central

(Continued on page 6)

To The Editor

(Continued from page 5)

Dear Editor,

Just read my Nov.-Dec. S&W. May I be permitted a few comments, as a friendly outsider? Considering the lead-time for publication, could we persuade the fleet reporters to mention the date for next year's event as well, so folks can plan to come? By December we should be able to have the regatta schedule fairly complete.

It occurred to me as I read the various reports from the fleets, that they never mention their location. Even as an ex-builder I am not really sure where these fleets are. The report could also make a pitch for attendance next year, since most of the bigger regattas are pretty well established by now. I am thinking of the "Sandy Douglass" regatta. It sort of always was an orphan, because the dates did not get announced in time for folks to make room in their schedules to attend. I know what fun these regattas are. Your own "house regatta", the "Glow in the Dark" has by now enough word-of-mouth advertising to over-fulfill its capacity. But many other regattas could very well stand more boats. Here the medium, the regatta, is the message. I know that all who came to the 25th, or 30th anniversary regattas were glad they came.

The Flying Scot Rendezvous in Atlantic City, NJ, during the 1994 SAIL EXPO, sounds like a very good idea. The time from closing of one's club in Fall, to the start of the new season is much too long. A get-together in Mid-Winter is a great idea to keep up the enthusiasm, to keep in touch, to plan for the season, and not to forget, to see Harry and Karen, to place your order for that new boat. He will be showing a winner, I am sure. Keep in mind that it is fine to talk with your friends, but that sales of new boats are what counts, are what keeps the company and the class alive.

I am so pleased to find a new fleet on the Sound. We never could crack New Haven. Now there is fleet 177. What a great number. It really has a beautiful place to sail. With John Pridmore pushing the fleet, it will be a winner. The most important ingredient in fleet building is that indispensable spark plug. In Riverside it was Chuck Rettie, who built and maintained the fleet, who kept it growing. Thank God for the likes of him and John Pridmore.

Mary and I wish you a good 1994. I know being editor is a pain. Thanks for doing the job.

Eric M. Ammann

From the Editor

It is always a pleasure to hear from Eric since he is one of the reasons there is a Flying Scot and such a strong class. I'm glad he is still reading Scots N' Water and suggesting options that help us all. We miss him since his retirement.

I have tried to get regatta dates into the issue that starts the sailing season for many...The April/May. If I receive notices before that they are placed in the magazine. Many times organizers do not know dates a year in advance but if you do, please put it in the article with the results. It will stay in peoples minds and on their calendars as something to look forward to and plan around for the next sailing season. There are often calls from a ragatta chairman to possibly "sneak in" one more notice of his event a month before it happens. Unfortunately, no can do. The deadlines, printed in each issue show that we need FOUR MONTHS. This is due mainly to printers time, labeling time and the time it takes between the Association office in the mail to get to your house. This is usually six to eight weeks after it leaves my hands.

I think also the suggestion of always mentioning the location and fleet number on all articles, notices and reports is a good one. Let's see if we can all do this also.

PLEASE SEND ME YOUR DATES FOR REGATTAS TODAY.

PLEASE SEND ME THE RESULTS OF YOUR REGATTA AS SOON AS IT HAS OCCURRED. Don't forget crews' names.

Dear Editor,

After reading the September/October issue of Scots n' Water, I couldn't help but be pleased with all the photographs and information offered. It is good that a class offers such a great publication. However, when I got to the results of the NAC's in Pensacola, FL. I was disappointed. Who crewed for who? Over the past few years I have noticed a general trend of the media not mentioning the

crew in the results of a regatta. Sometimes it is necessary to accommodate room, but not all the time. I believe that not recognizing crew is a growing problem of our sport. In boats such as the Scot, the crew is as important or even more important than the skipper. When a Flying Scot enters a regatta, the skipper is not the only person in that boat, there is a team. Why should we only recognize the manager of a team and not the whole team?

I hope that this was an oversight of Scots n' Water and not a deliberate move in the same direction of other publications. Other than that, great job! Good sailing!

Craig Wilusz

From the Editor:

Being crew also, I couldn't agree with you more. Unfortunately, I can only print what I receive. I have often called or written to regatta chairmen to request crew members for large gatherings and have been told many times that it is a computer problem. It seems that when a computer is used, often only the boat numbers or skippers are entered. When the results are compiled they come out in order of finishes with the number of the boat or skipper as the "key" to reading results. There isn't room in the computer files for the name of the crew and sometimes even the skippers first name. Not knowing that much about computers I have always thought that this process is a shame. I always wonder about the operator or race committee person, when at the end of the Midwinters, I am handed a copy of the results that include full names of skippers, boat number, crews full names and where the skipper and crew are from...

I realize if your committee doesn't have a program that can put in crews names, it would only take a few minutes to write in names from the registration forms. I would certainly appreciate it, Craig would appreciate it and everyone that is crew would like to feel that they participated. Please see if you can do this for me when sending in results.

I really appreciate everyone's help. It makes my job a lot more fun and a little easier.

1994 Flying Scot® Wife-Husband Championship Regatta

Corinthian Sailing Club, White Rock Lake

Dallas, Texas

Memorial Day Weekend, May 27, 28 & 29

A five race regatta with two divisions. Trophies will be awarded to top 7 finishers in each division. Activities will begin Friday evening with check-in, registration and a heat-up event on the dock (not racing), judging our own Texas Road-Kill Chili "Cook-Off". If you're not familiar with CSC, its clubhouse is over the water and all our activities are on the dock. Following Saturday's racing we'll sip a few margaritas and fiesta on a Tex-Mex dinner, serenaded with south-of-the-border music. Before Saturday and Sunday's races we'll breakfast on coffee, juice, rolls, donuts, etc., and have an ample supply of Roloids, Tums & Maalox.

Charter boats are available on a first-come basis; you must bring your own sails and jackets, and we recommend that you bring as much of your gear as possible (sheets, pole, bucket, etc.). Some housing is available at Fleet 23 members' homes. Baby-sitting will also be provided; if your child can wear a life jacket, we recommend that you bring one.

Your registration fee includes for 2 people: T-shirts, breakfast, lunches, Friday night chili, Saturday dinner & after races refreshments.

Schedule of Events: Times are subject to change

Friday, May 27	1600-2100	Registration, Check-in & Texas Chili
Saturday, May 28	800-1000	Registration, Continental Breakfast
	1000	Competitors Meeting
	1100	Warning Signal, 1st Race
		Lunch Break
	1400	Races 2 and 3
		Refreshments After Races
	1900-til	Dinner & Music
Sunday, May 29	730	Continental Breakfast
	930	Races 4 and 5
		No races will begin after 1200 hours

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(10 min.) \$\$½ (214)271-7581
Holiday Inn, I-635 @ Jupiter
(10 min.) \$\$\$ (214)341-5400
Harvey House, I-635 @ Coit
(15 min.) \$\$\$ (214)960-7000

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Mrs. & Mr. _____

Address _____

City _____ State _____ Zip _____

Phone: (____) _____

Sail # _____ Fleet # _____

Division: Championship (Chili Hot) _____ Challenger (Warm, Not-so-hot) _____

Shirt Size (S, M, L, XL, XXL,) Hers _____ His _____

Registration: \$65 (\$75 After April 30)

We Need Child Care For Children _____ Ages _____

We Would Like To Charter A Boat _____ (You must provide your own sails)

We Would Like To Stay At Someone's Home _____

Registration:

Extras (adults only): Lunch _____ @ \$5.00 \$ _____

Sat. Dinner _____ @ \$10.00 \$ _____

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Save That Boom

by Bill Ewing F/S 4246

As newcomers to the sailing scene 23 years ago, Eileen and I purchased a spanking new red and white Customflex Scot, #1961. From the beginning, we were impressed by its bullet-proof design and construction, as well as the many other positive features regarding both the boat and the extremely strong class association.

Due to a job transfer we sold 'Crab Apple' and had numerous 'affairs' with a variety of other one designs including Lasers, 470, Albacore, Lightning, J-24 and Sunfish. Now twenty years later, we have returned to the class that epitomizes what we want from one design sailing; a truly one design boat that holds its value and utility, has a strong commitment to the best interests of the class and its members, and may be the only growing one design class in the U.S.

In the three years since we bought

our current Scot, *AUDACITER*, we have done quite a bit of traveling to various regattas and spoken to many long time Scoters as well as newcomers to the class. It is apparent that for those of us who love one design racing, may not wish to strap themselves in a trapeze anymore, and appreciate great social gatherings; there is no better place to be than the Flying Scot Assn.

There is one suggestion that many of the members I have spoken with have endorsed which would decrease maintenance and improve safety.

Because the Scot has a very long and relatively small diameter boom, combined with no Traveler to assist in maintaining proper leach tension on the mainsail, it is important to maintain a significant amount of vang in order to compete when the wind picks up. At the same time if the vang tension is not reduced at the weather mark...you too

may be calling Harry for a new boom.

Additionally, when flying the chute on a very close reach, there are many times when the mainsheet must be released quickly to keep from capsizing in a puff. If the vang is on hard, two things could happen: first the vang tension may restrict the boom from releasing quick enough to prevent a capsize and secondly the tensioned boom will be more likely to hit the water when the boat heels over and this will result in a flip. In this situation, a quick release of the vang will allow the boom to swing outward and upward much more freely and usually result in nothing more than sweaty palms.

So much for the problem. Can there be a simple solution? You bet. Will it require members to spend more money or result in new hardware to clutter up their boat? Not at all, in fact, I see more and more boats now being supplied with centerboard cap mounted consoles to allow the vang to be accessed easier. But even this new system allows the vang to be controlled only from a position directly behind the cleat. This has considerable shortcomings, especially in heavy air when it is imperative for all crew weight to be aft. Additionally these consoles are expensive and increase the shin barking index for crew members.

Monmouth Boat Club's Fleet 157 has proposed that the measurers ruling which restricts the use of the Waco 360 cleat to either the centerboard or the cunningham, simply be eliminated. This would allow the vang to be sheeted thru the Waco 360, if desired and would overcome the aforementioned concerns since this fitting can easily be cleated or uncleated from **any position in the boat!**

Since the boom is the weakest link on the Scot and because vang sheeting is here to stay let's make the best use of the equipment now permitted, and allow unrestricted use of the Waco 360.

Ed. Any comments on this thought from other sailors?

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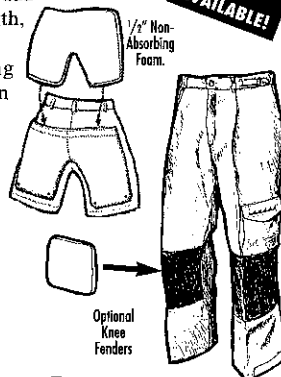
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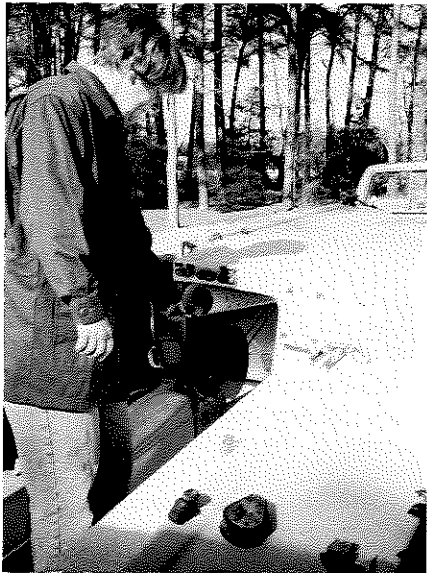
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PHOTO: STOCK NEWPORT, DANIEL FORESTER



Another Way To Stow The Pole

by Leslie and Bill Bowie

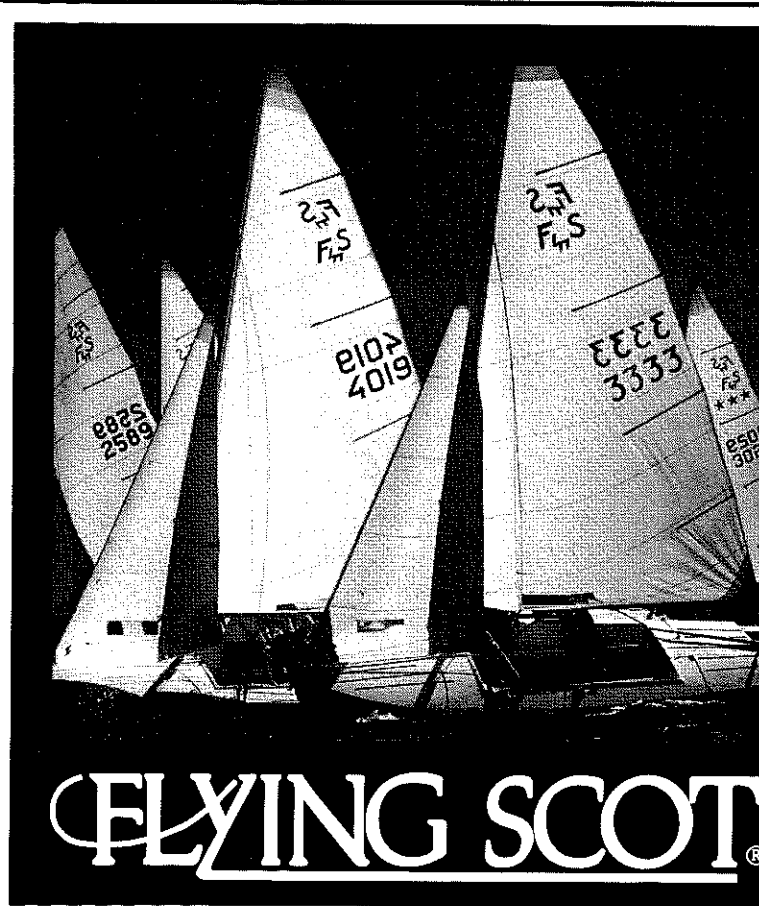
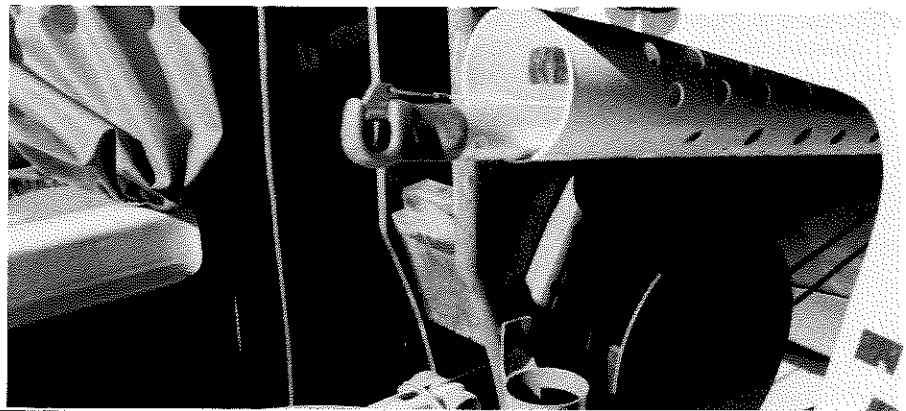
We solved our problem by developing a storage tube which keeps the pole contained and safely away from the air-bag (See photo 1). This tube not only protects the air-bag but keeps the pole at a convenient, waist-high location when not in use. Leslie finds dousing the pole easier as she just inserts the end into the tube opening and the pole simply slides out of the way (See photo 2).

Here's how we did it:

- We purchased a section of white, 4", PVC, "Sewer Pipe", from our local building supply company (\$3.50).
- We began by cutting off a 77 $\frac{3}{4}$ " section of the pipe to make the tube.
- Then, using a saber saw, we cut away and discarded most of the top half of the tube (See photo 3).

(Continued on page 10)

When we installed the factory air-bag (Flotation Device) in the bow of our Scot, we were cautioned to be extra careful when stowing the pole. This concerned us since we didn't need anything else to think about during those busy spinnaker takedowns. What we needed was a way to deal with the pole that was quick, easy, and would protect the new air-bag.



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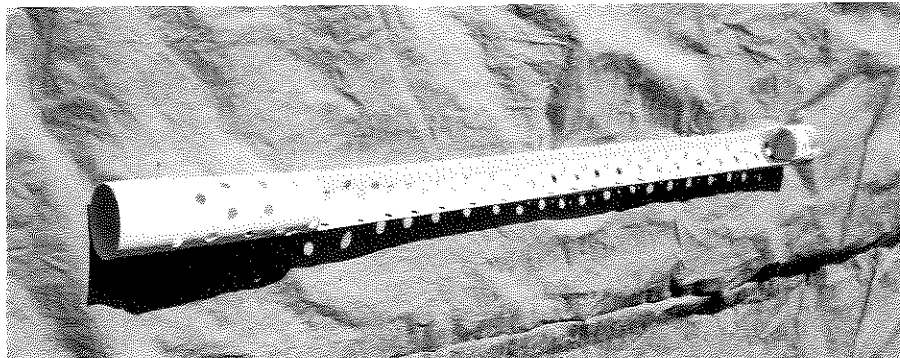
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Another Way to Stow the Pole

(Continued from page 9)

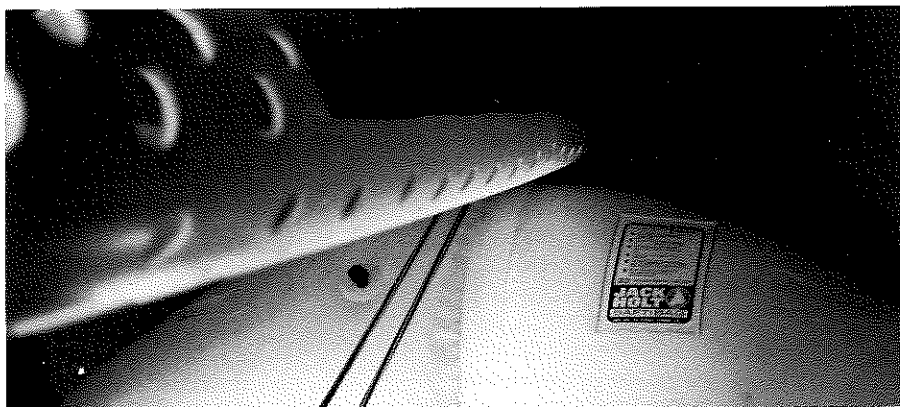
- Next we "swiss cheesed" the tube using a 1" drill bit, every few inches. This makes the tube lighter while remaining stiff enough to support the pole. This drilling generates a lot of mess (PVC disks and curlicues). The holes may have rough edges which can be smoothed with a rasp of coarse sandpaper.
- We then inserted several folds of "bubble pack" (packing material) into the forward section and placed duct tape over the end. This acts as a cushion to keep the pole end from hitting the toggle fitting after the tube is installed.
- Finally we installed the tube over the air-bag (See photo 4). We made the after end flush with the deck lip and secured it to the starboard side of the tabernacle using a 1/4" S.S. bolt, washers, and wing nut (we used the existing bridle bolt hole). Using a small line we tied up the forward end so the tube would not rest on the air-bag.

NOTE: Make sure nothing touches the toggle/turnbuckle assembly or restricts its operation.



That's all there is to it. Try it! The cost is low and the extra weight forward has not seemed to impact our performance. Call us if you have any questions or can suggest improvements. (H) 804-642-6507, (W) 804-878-2051.

Leslie and Bill live in Gloucester Point, Virginia and sail FS-2780. They belong to Fleet 103 at Fishing Bay Yacht Club in Deltaville, Virginia and also Fleet 137 in Newport News, Virginia.



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"The North Cape Yacht Club home of the 1994 NAC'S is off I-75, on the southwest shore of Lake Erie, about 30 miles north of Toledo, Ohio, and about 45 miles south of Detroit. I'm sure the Hoover Fleet will be sending you maps and motel information.

"During the weekend of October 22-24, I met at NCYC with Greg Fisher, other Hoover YC Fleet representatives, with Bill Rogge and others from NCYC to organize the whole program. I was very impressed with the facility and the enthusiasm of everybody involved. I

think we will have a great NAC in 1994.

"From there Greg and I drove on up to Detroit to attend the U.S. Sailing Association Fall Meeting on October 23/24. At this meeting I was elected chairman of the One Design Class Council and to the U.S.S.A. Board of Directors. That was all pretty exciting, and I am looking forward to getting involved.

Actually the highlight of the weekend was a longtime dream come true. I had to represent the ODCC in a U.S.S.A. regatta called the

Championship of Chairmen, and I had Greg Fisher crewing for me. The "C of C" was sailed in the Detroit Yacht Club's club owned Flying Scots in the Detroit River, right off the DYC front dock. The wind was 8-12 mph with a following current over the start line running 1.5 knots. There were three short races, and I blew every start. What a bummer. However, Greg and I had a great time though, and I obviously picked up a few more tidbits from Greg."

Thanx and boatspeed, **Bernie Knight**

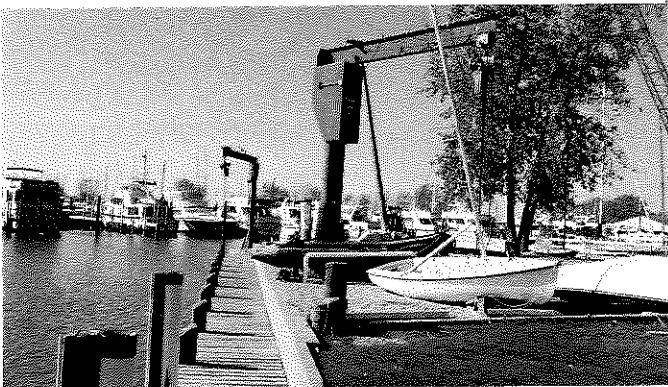
NORTH CAPE YC, MONROE, MI SITE OF 1994 NAC'S



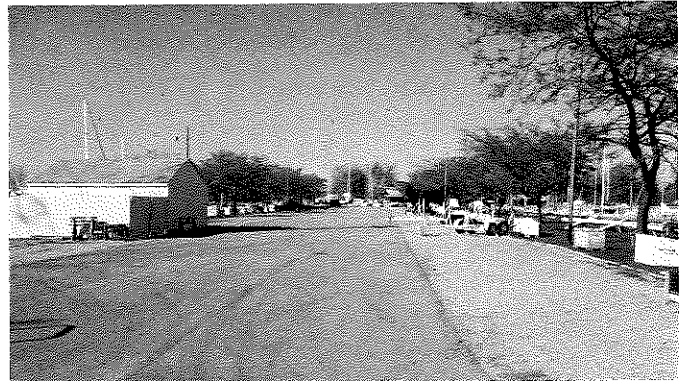
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Great Beach (Possible Beach Bar)



Plenty of Docks & Hoists



Plenty of Parking

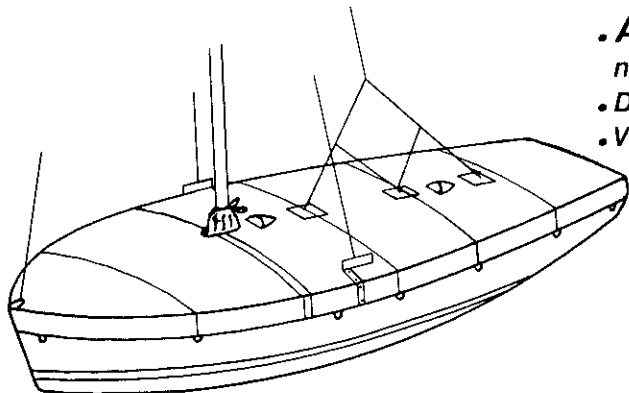


Great Club House

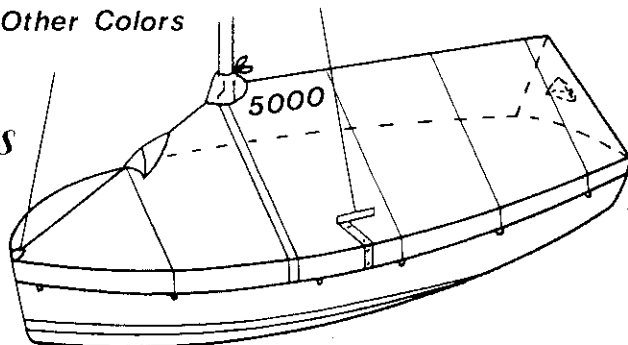


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Tent Full Side	418.00	431.00	452.00
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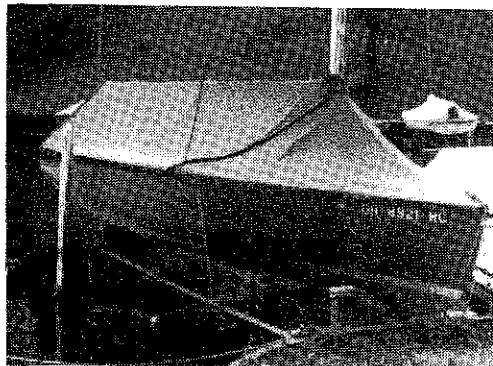
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Fleets In

Scot Fleet 166

Water, water, everywhere, and sometimes, no way to lead your boat into the "drink". LaCrosse Sailing Club located on the Mississippi River was warned of approaching high water and told to move its boats to the safety of the parking lot adjacent to the docks. Six feet of water later, several boats were attempting to abandon their trailers, much to the dismay of their owners.

Even after the flood crest departed, ramp approaches were under many feet of water. Mud, trees, and other debris complicated many a sailing expedition. I saw one new piece of boat equipment used to adapt to this year's demands - a snow shovel used to clear ramps of mud before launch!

I visited the sailing club at Davenport, Iowa, and was told that a life size statue, perched on a park bench, next to their "dry storage" area, had been neck deep in the big muddy. By fall, things were pretty much back to normal. I often have thought we

midwestern sailors had a special dispensation from Neptune; never suffering the mud flats and tidal changes which affect our coastal comrades in cockpits. Well, high tide lasted most of the summer and made up for that inequity.

Central Wisconsin's Lake Petenwell fared better due to judicious management of the series of dams above and below our fleet's 23,000 acre sailing pond, a fact not totally appreciated by our down stream neighbors. Our lake was kept at a reasonably regular level. Even so, rainy or stormy weather kept down attendance at most of our events.

The Barnum Bay Cup held at Petenwell in June resulted in torn jibs, and damaged equipment as winds rose to 35 during the race. Spectators on the beach were sand-blasted clean as they attempted to watch us come in when the Scot race was cancelled. We hoped that those who had traveled distances to be there were not disappointed. Don Schultz of the Madison fleet apparently

was not. He had a great time and returned to win honors at the annual Petenwell Regatta.

July's regatta was hampered by a forecast of heavy winds and damaging hail. Miraculously, this proved not to be the case. Dave Grace, skipper of 3081, stated, "These were the best and steadiest winds we have had in many years." We all felt bad for the sailors who stayed home and missed the fun. All season long, events were a gamble, as attested by the financial report of our club's treasurer George King.

The annual Labor Day Dam Race was held on Saturday this year. This had an effect on attendance from the ranks of traveling sailors. This was not the intent of the move from the usual Sunday race. It was intended to provide a rain date during that weekend. Our apologies to those who showed up Saturday afternoon expecting to race on Sunday. Winds were brisk and the dam race was sailed in record time by most classes. Those interested in obtaining a schedule of events for 1994

FERNHURST BOOKS

Dinghy Helming *Lawrie Smith* **\$14.95**
Olympic helmsman Lawrie Smith gives specific advice on making a boat go in all wind strengths, sea conditions and points of sail and key skills to master. 64pp 106 b/w photos

Dinghy Crewing *Lawrie Smith* **\$14.95**
The crew of a modern racing dinghy plays a primary role in getting the best from the boat. This book shows how to carry out every maneuver. 64pp 120 b/w photos

The Rules in Practice 1993-1996 *Bryan Willis* **\$14.95**
The new Racing Rules applied to real life situations and illustrated with helpful photographs. Contains key sections of the rules and notes the 1993 changes. 80pp 101 b/w photos

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Fleets In

(Continued from page 14)

should contact Doug Bradford at 608-339-7948, or write to Doug at 2595 11th Ave., Adams, Wisconsin, 53910.

Wadewitz Regatta Fairhope Yacht Club

Fairhope Yacht Club hosted the annual fall sailing event the weekend of September 18 & 19, 1993. The multi class regatta drew an attendance of 95 boats this year. Two classes of Flying Scots participated in the event, GYA Scots (Club boats) and an Open class of Flying Scots. Eleven clubs participated in the GYA class and six boats in the Open Scot class. GYA Scots are required to change skippers in each race which proved to be a factor in the light air of the series. However, the Open Scot class was captured by Larry Taggart as it has been for many years. (Larry must have at least ten firsts in the Open Scot class at this regatta). Second and third place in the Open Scot Class was between Greg Smith and Dan Kolenich. The finale of the regatta was celebrating Larry's birthday!!

Open Scots

Skipper	Race	Race	Race
	1	2	3
Larry Taggart	1	1	1
Greg Smith	2	3	2
Dan Kolenich	3	2	3
Larry Kalata	4	4	4
Lee Lerner	6	5	5
Susan Dane	5	6	6

GYA Scots

Pass Christian YC	1	1	7
Pensacola Yacht Club	5	3	3
Mobile Yacht Club	2	6	6
Lake Forest Yacht Club	DNS	2	1
Buccaneer Yacht Club	3	7	5

Glimmerglass '93

Karen Fleury

Fleet 109

The Otsego Sailing Club hosted the 26th annual Glimmerglass Regatta on September 18 & 19. Saturday morning found Otsego Lake with mirror-like conditions and races were postponed until after lunch. With the threat of rain and the wind still not very promising, racers were beckoned on the water, by the Race Committee. Lucky that they were, because once out there winds steadily increased and three races were held. Contention for first place was pretty well established between Griff and Carol Williams with two firsts and a second and Danny and Morey Waltuck with two seconds and a first. Third place was up for grabs, with Clark Cooper and John Kimball in the lead at the end of Saturday.

Sunday brought heavier air for the final two races. The Waltuck's had two bullets to claim first, and the Williams' took two seconds to place second overall. Cooper did what he had to do to hang onto third. Chris and Jean Rotunno pulled an impressive two thirds to move from sixth to fourth.

	Boat	1	2	3	4	5	Total
1. Danny Waltuck, Morey Waltuck	3290	2	1	2	1	1	6 1/4
2. Griff Williams, Carol Williams	3211	1	2	1	2	2	7 1/2
3. Clark Cooper, John Kimball	4407	5	5	3	4	5	22
4. Chris Rotunno, Jean Rotunno	3991	8	4	7	3	3	25
5. Rich Fleury, Karen Fleury	3563	7	3	4	5	6	25
6. Ron Streek, Dick Allen	1421	3	7	5	8	4	27
7. Wolf Wilde, John Smallin	4432	6	6	6	6	7	31
8. Art Withington, Annette & Cindy Withington	2953	4	8	8	7	8	35
9. Gene Hubbard, Arthur Holben	822	9	9	9	10	9	46
10. Ted Florezyk, Bob Koepfer	4636	10	10	10	9	10	49



Members of Fleet 142 Spruce Island Yacht Club, Norwalk, CT, were greeted at their annual Awards Dinner of the "Happy Face" pumpkin. Thank you Fred Brukland for sending us the photo.

1994 Midwinter Championship

Schedule of Events

MONDAY, MARCH 28

0900 - 1600 Registration (Club Bar)
 0900 - 1600 Sail Measurement (Sailing Center)
 TBA Afternoon Tune-Up Races
 1600 FSSA Board of Governors
 1830 FSSA Board of Governors Dinner
 1800 - 2000 Pool Party - Bayside Inn

TUESDAY, MARCH 29

0800 - 1000 Coffee & Monkey Bread
 0830 - 1000 Registration (Club Bar)
 0830 - 1000 Sail Measurement (Sailing Center)
 1015 Skipper's Meeting - Upper Deck
 1230 Races Back to Back
 1700 Protest Committee (Sailing Center)
 1830 No Host Pig Pickin' Luau

WEDNESDAY, MARCH 30

0800 - 0930 Breakfast - Dining Room
 1030 Lunch
 1230 Races Back-to-Back
 1700 Protest Committee (Sailing Center)
 1730 - 1900 Raw Oyster Bar on Front Lawn
 Sponsored by Fisher Sails

THURSDAY, MARCH 31

0800 - 0930 Breakfast - Dining Room
 1030 Lunch
 1230 Races Back-to-Back
 1700 Protest Committee (Sailing Center)
 1830 - 2000 Cocktail Party - Upper Deck
 Sponsored by Schurr Sails, Inc.

MEET BUDDY MELGES

This year will mark the 25th year the FSSA Midwinters has been held in Panama City, Florida. In celebration, Buddy Melges, World Class Sailor, Author & America's Cup Winning Skipper on America³ will be attending the Midwinters. He will present a seminar Friday, April 1st (This is NOT an April Fool's Joke) and will be awarding the trophies at the Awards Dinner. Be sure to come meet Buddy!!!

FRIDAY, APRIL 1

0800 - 0930 Breakfast
 1030 Lunch
 1200 Race Begins If Necessary
 1900 Buddy Melges Seminar
 Awards Banquet (Max. people-150)
 Honorary Host, Buddy Melges

Prizes - Prizes - Prizes Daily Drawings following races

Skipper and crew prizes will be awarded for seven places in Championship and five places in Challenger Division. Prizes will be awarded for winning Skipper and Crew of each race.

1994 Midwinter Championship Registration Form

Skipper _____

Address _____
Street # City State Zip

Fleet # _____ District _____

Sail # _____ Hull Color _____ Spinnaker Colors _____

Crew Name (1st) _____ Crew Name (2nd) _____

Registration Fee: \$60.00 if received before March 25th 1994 (Add an additional \$5.00 if not an USSA member)
 \$70.00 if received after March 25th 1994 - Save the 10.00. Mail back ASAP

Please mail registration to: Brenda Ruthven
 702 Frederick St. Checks should be made to the order of Midwinter Regatta Fund
 Panama City, FL 32405
 Tel: (904) 763-4793.

Six races with an excellent social calendar. Lots of fun and great racing.

Racing will start on Tuesday this year with two races. Some camping is available at the St. Andrews Bay Yacht Club grounds. All motels listed are within fifteen minutes and the Bayside Inn is offering a special rate if you mention that you are a FSSA member when registering. They are also having a patio party for Flying Scot sailors on Monday evening.

MARK YOUR CALENDAR AND COME JOIN US!!!

Hotel: Bayside Inn (904) 763-4622 (\$35 per room special) 1 person - each additional person \$7.50 each
 Howard Johnson's (904) 785-0222
 Ramada Inn (904) 785-0561

For more information: Contact Brenda Ruthven, Phone # (904) 763-4793 or the above address;
 Baby-sitting services available during races - Hospitality Tours

Midwinter Regatta

March 28- April 1, 1994

50 Reasons to Attend

by Suzi Knight

50 Reasons to attend Midwinters...(in random order)

- | | | |
|---|--|--|
| <p>1-Sun
2-Sand
3-Betty
4-Bo
5-Jimmy Ruthaven's Party
6-Terry Swift's "HOT" wardrobe
7-Hunt's Baked
8-Hunt's Raw
9-Hunt's Beer
10-The Thursday Cocktail party
11-Doc's new biradial spinnakers
12-Pappy's
13-The Station House
14-Schooners
15-Sail Registration
16-The "No Name"
17-Thunderbirds
18-Wataburger (sorry - Warm-ups only)</p> | <p>19-Warm-ups
20-Dolphins
21-Breeze...and lots of it!
22-Big chop...square waves!
23-chapped lips
24-Flying spinnaker runs
25-Barge dodging
26-Free day to crash between Ft. Walton and Panama City
27-The Floyd Davis Trophy
28-The day after on Shell Island
29-Cee Bee
30-The Bay Hilton
31-Kamakazies
32-Betty calling Benz at the skipper meeting
33-JR's and Joe's
34-Taylor Smith's April Fool's jokes
35-Jim Cavanaugh vs. Irish Mist at Warm-ups</p> | <p>36-Hagar
37-Helga
38-Finding out where NAC's will be
39-Suzie Knight will make a come-back after four years
40-Shrimpies
41-The papermill
42-Bayside Motel
43-Awards banquet
44-Bodacious Becky
45-Buck
46-Schurr sails ditty bags
47-You finally get to wear your foul weather gear
48-Harry and Karen and another new hull color
49-J. Michaels
50-Hiking out until your legs think they're going to drop off</p> |
|---|--|--|

Flying Scot New Membership

FLEET #	BOAT #	NAME	ADDRESS	CITY	STATE	ZIP
Capitol District	4882	P. Buckley Moss	1717 K Street NW	Washington	DC	20006
	CO4634	Dr. William K. Burns	1212 Priscilla Lane	Alexandria	VA	22308
	1855	David G. LeBlanc	136 South Carolina Avenue	Passadena	MD	21122
Carolinas District	0018	Michael B. Johnson	3020 Lake Forest Dr.	Greensboro	NC	27408
	2408	Gayle K. Smy	P. O. Box 924	Morehead City	NC	28557
	78	Sam Davis	P.O. Box 173	Harkers Island	NC	28531
Greater NY District	4847	Jay C. Harbeck	6 N. Rohallion Drive	Rumson	NJ	07760
Gulf District	75	Bryan Boyd	P.O. Box 28263	Panama City	FL	32411
	85	Robert D. Drummond	435 S. Hull Street	Montgomery	AL	36104
	133	Paul McCollough	18C Remount	N. Little Rock	AR	72118
Mich.-Ontario District	4819	John Gallagher	266 Village Green #207	Ann Arbor	MI	48105
	20	Richard J. Haviland	6160 Middle Lake Rd.	Clarkston	MI	48346
	2164	Richard Huff	1705 Dover Road	Kalamazoo	MI	49008
Midwestern District	1507	Carl Lindwall	1830 N. Birchwood Avenue	Appleton	WI	54914
	3962	N. G. Hohulin	Box 46, Goodfield	Peoria	IL	61742
	68	Douglas Nimmo	1605 Riverview Rd.	St. Peter	MN	56082
Ohio District	4929	Penelope M. Thompson	306 Racine Road	Madison	WI	53705
	2782	Greg Williams	4040 Shadow Leaf Drive	Bellbrook	OH	45305
	4606	Al Thagard	4737 Sherwood Drive	Pittsburgh	PA	15236
New York Lakes	6	Robert Koepper	4646 Beef Street	Syracuse	NY	13215
	29					



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Midwinter Warm Up Regatta Ft. Walton Beach Yacht Club Ft. Walton, Florida March 26 & 27th 1994

Great sailing, great fun, super party Friday and Saturday. Camping on grounds.

Douglas/Orr Invitational Regatta June 11 & 12, 1994

1st Annual Invitational Regatta at New Haven Yacht Club, New Haven CT. Hosted by Fleet 177. The New Haven Harbor WAS the best kept secret around, now we want to tell the world. It is the largest protected body of water on Long Island Sound with fantastic sea breezes. Open to all Flying Scots and Thistles. It doesn't get any better... Contact Forest Rogers (203) 775-0665 Home of the 1995 International Special Olympics and sail in FLY Scots.

Berlin Yacht Club, Berlin Lake, OH Annual Regatta June 18th & 19th, 1994

Come and enjoy our annual event, with guaranteed winds (Same as last year 8-12 MPH). Friday night welcome party, with camping on grounds. This will be a great warmup for the Ohio Districts. Boats can be left at club for both events. Contact: Keith Rober (216) 758-5337

Pig Roast Regatta June 25 & 26 1994

Cowan Lake
Wilmington, Ohio
Flying Scot Fleet 1 invites you to join us for our annual Pig Roast. This annual event attracted 31 Scots in 1993, is sailed in 2 divisions and features a roast pig party Sat. night. Great food, racing and party. Contact Mark Shoemaker (513) 779-9382 (H) 461-3290 (O)

1994 Ohio Districts Berlin Yacht Club Berlin Lake OH Fleet 19 July 9th & 10th

Join us for some great racing, with guaranteed wind and sunshine. Friday night welcome party, camping on club grounds. Some housing available. For more details: Keith Rober (216) 758-5337

Deer Creek Yacht Club The Sandy Douglas Memorial Regatta July 30-31, 1994

5 races on beautiful Deer Creek. Lots of fun, sun and great sailing. Contact: Al Thagard 4737 Sherwood Dr. Pittsburgh, PA 15236 (412) 882-8490

Flying Scot Nationals 1994 North Cape Yacht Club on Lake Erie August 6th-12th, 1994

More in later S n W. Contact Mike Cullen (614) 890-5130

Flying Scot Canadian Championship 1994 Stony Lake, Ontario August 20 & 21st 1994

Beautiful Stony Lake setting, clear open water, a very competitive fleet. Registration includes accommodations and meals at a very very low price... Contact Douglas McTavish, 942 Avenue Road Apt 2, Toronto, Ontario M5P 2K8, (H) (416) 481-5166 (O) (416) 595-8587

Flying Scot Canadian Championship 1994

Scot Sailors are invited to experience a truly unique regatta, the *Flying Scot Canadian Championship*.

The FSCC94 will be held at *Stony Lake, Ontario, August 20 and 21, 1994* and promises more of the same (only better) as that experienced by participants in the previous four FSCC's. This will include *the beautiful Stony Lake setting; lots of good clear open water; a very competitive fleet; August winds averaging 8-12; and plenty of Stony Lake hospitality.*

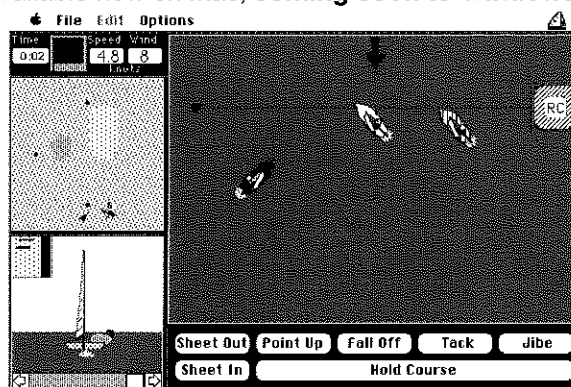
All accommodation and meals for the week-end will be included in the registration fee and this along with a Canadian dollar which at the time of writing was worth only US \$0.75 promises *a wonderful racing experience at a very reasonable cost.* We expect a record registration for this regatta (and we are limited as to the numbers which we can accommodate) *so make your plans early.*

For regatta information please contact:

Douglas C. McTavish
942 Avenue Road, Apartment 2
Toronto, Ontario, M5P 2K8
Residence: 416-481-5166
Office: 416-595-8587

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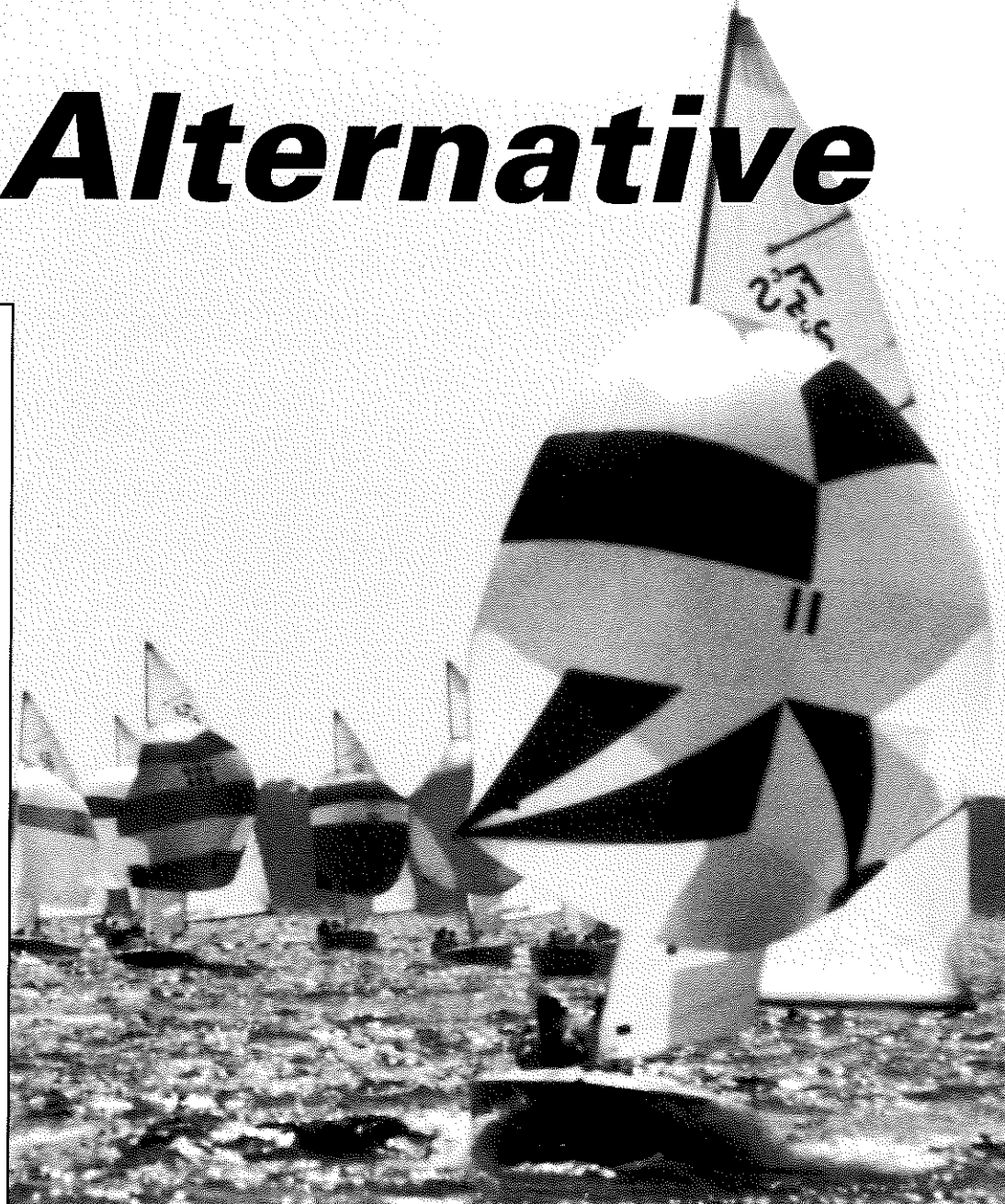
TECHNICAL REPORT

Date: July 19-23, 1993
Place: Pensacola, Florida
Subject: Flying Scot
 North American
 Championships
Boat: Built by
 Gordon Douglass
 Boat Company
Sails: Schurr Sails
Results: Rod Steffel with
 Bubby Eagan
 crewing dominated
 this years
**North American
 Championships,**
 scoring all firsts
 and winning the
 regatta by over
 20 points.

The Alternative:

Schurr Sails

For more information on how to
Tune Up for Top Performance
 (get the fastest sails out there)
 Call Steve Bellows at
 904-438-9354



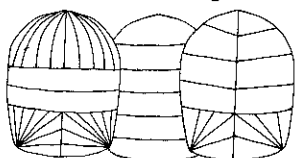
Schurr Sails

Name	Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White
<input type="checkbox"/> Main & Jib \$796	<input type="checkbox"/> Spinnaker Triradial/Biradial \$420	<input type="checkbox"/> Telltale Window each \$10
<input type="checkbox"/> Main \$559	<input type="checkbox"/> Spinnaker Crosscut \$325	<input type="checkbox"/> Vision Window each \$15
<input type="checkbox"/> Jib \$237	<input type="checkbox"/> Spinnaker Turtle \$35	<input type="checkbox"/> Mainsheet Retainer \$8.50
<input type="checkbox"/> Mainsail Reef \$35	<input type="checkbox"/> Brummels on Spinnaker \$15	<input type="checkbox"/> Mainsail Cover \$70
<input type="checkbox"/> Mainsail Foot Shelf \$30	<input type="checkbox"/> Centerboard Gaskets \$12.50	<input type="checkbox"/> Deluxe Tapered Battens \$22.50
<input type="checkbox"/> Jib Radials \$30	<input type="checkbox"/> Main Radials \$80	

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| Purple | FL-Yellow |
| Lt. Blue | FL-Green |
| Ocean Blue | FL-Pink |
| Green | FL-Orange |
| Dk. Blue | FL-Raspberry |
| Red | |



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Caveat Emptor

FS 1110 – Douglass with new mast, Fisher main/jib/spinnaker and Harken gear. Also a set of North sails and some spare parts. This is a fast, very competitive boat. 1986 Tee Nee Flying Scot trailer. \$3200. Contact Allen Wurzbach (203) 698-1333.

FS 2355 – Red hull with white deck. Trailer with spare wheel and dolly wheel. Multi-color spinnaker, extra set of sails. Anchor, boat cover, fenders, motor mount, level gauge, teak trim in very good condition. \$3,600. Call Steve Hastings (317) 259-7349 eves, (317) 267-7017 days.

FS 2543 – Boat, Sails, Spinnaker, Pole - white hull, white deck, blue stripe, bottom paint. Trailer newly

primed and painted, new wiring, lights. Located in Ohio. \$2500.00. George Rootring, home: (216) 494-3395, office: (216) 879-2686, Fax: (216) 879-5556.

FS 4540 – Douglass. Silver hull with dark blue stripe. Excellent condition. Original owner. Never raced. Used in fresh water only. Schurr main and jib. Large cockpit cover, windex, mast hinge, and factory motor mount with Yamaha 2HP. Galvanized Tee Nee trailer. \$7300. Greg Coronis, Merrimack, NH (603) 424-4434.

Wanted to Purchase, Flying Scot w/Trailer, Jerry Goldberg, 12126 N. Lakeshore Dr., LaSalle, MI 48145, (313) 241-5011

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