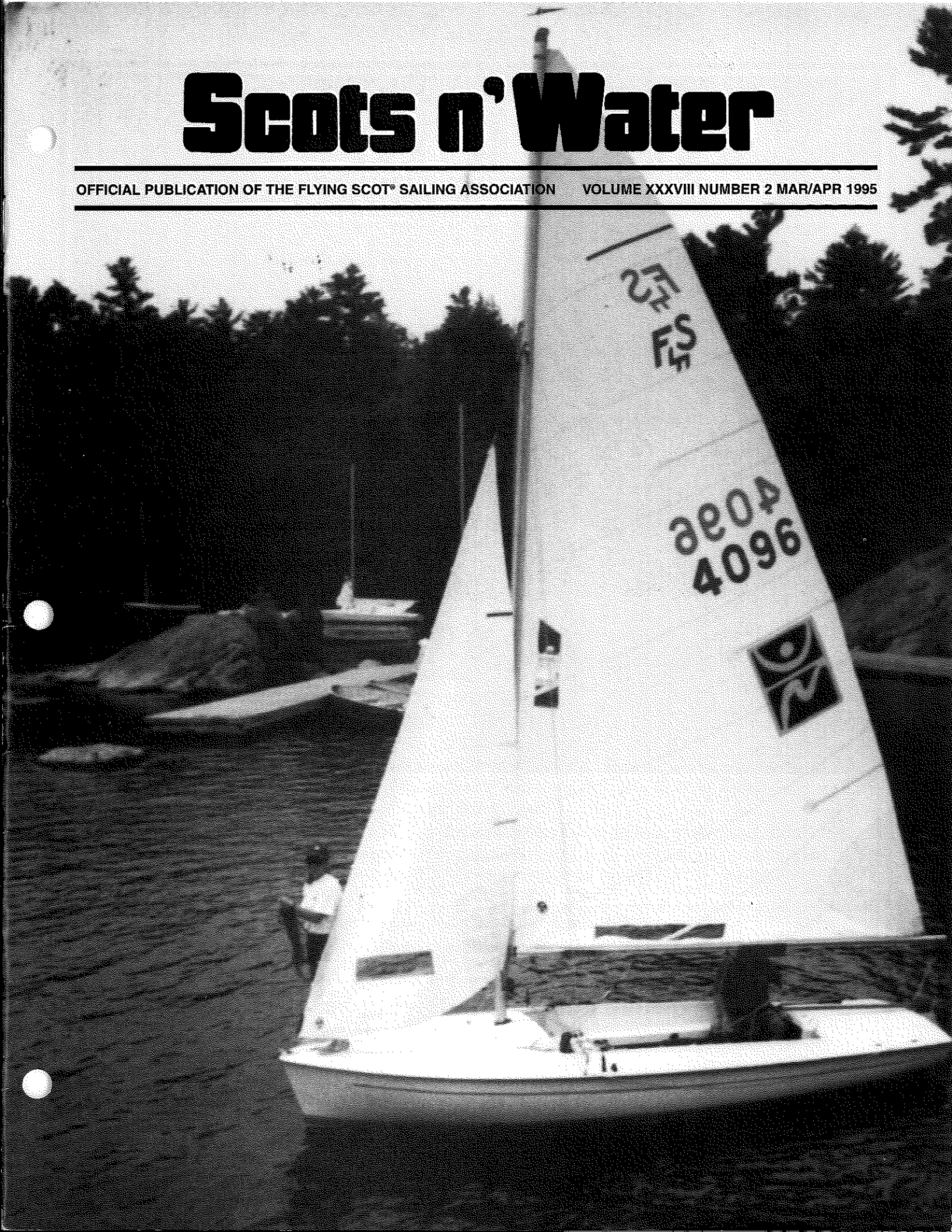


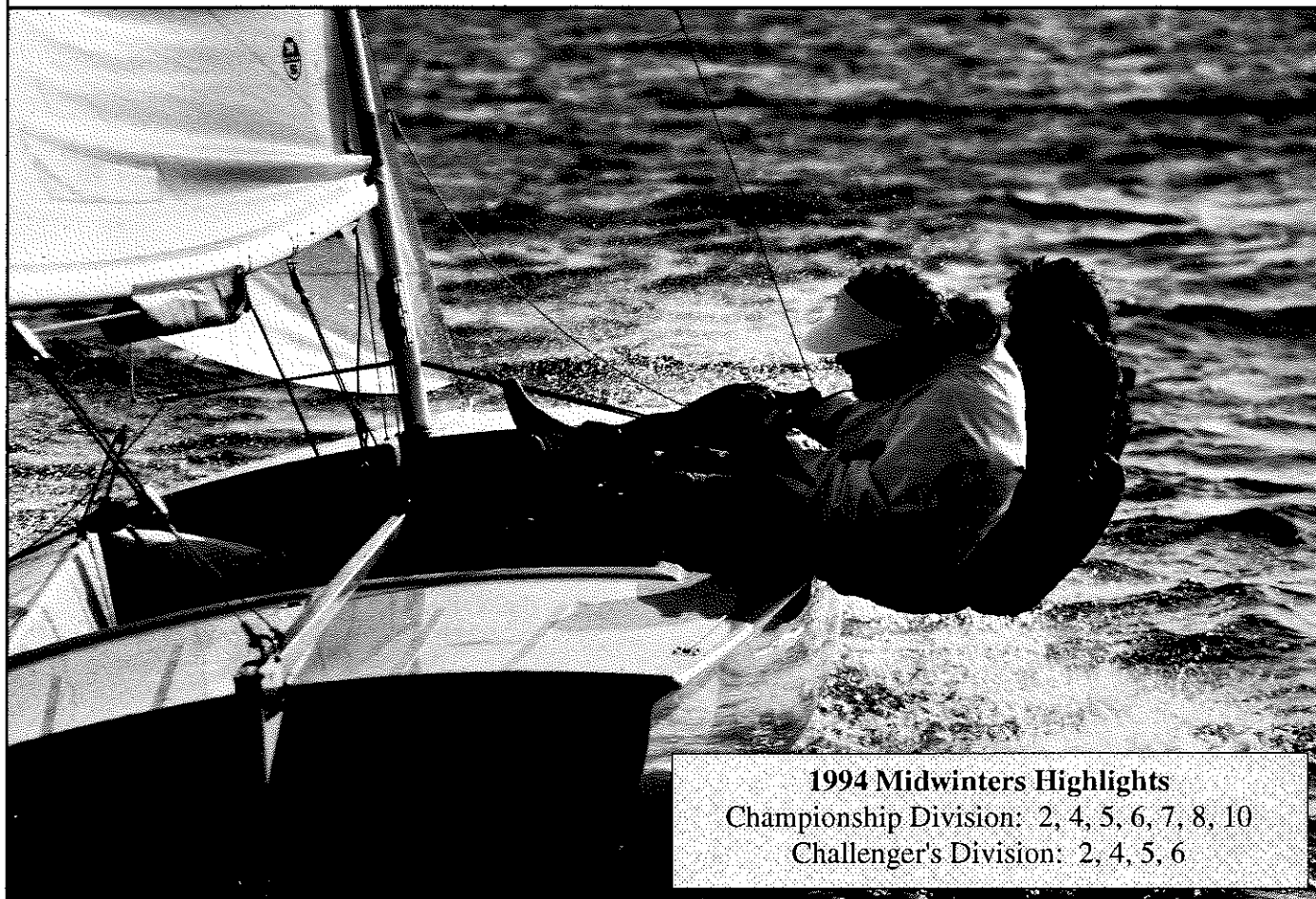
Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXVIII NUMBER 2 MAR/APR 1995



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Championship Division: 2, 4, 5, 6, 7, 8, 10
Challenger's Division: 2, 4, 5, 6

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Scots n' Water

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Scots n' Water

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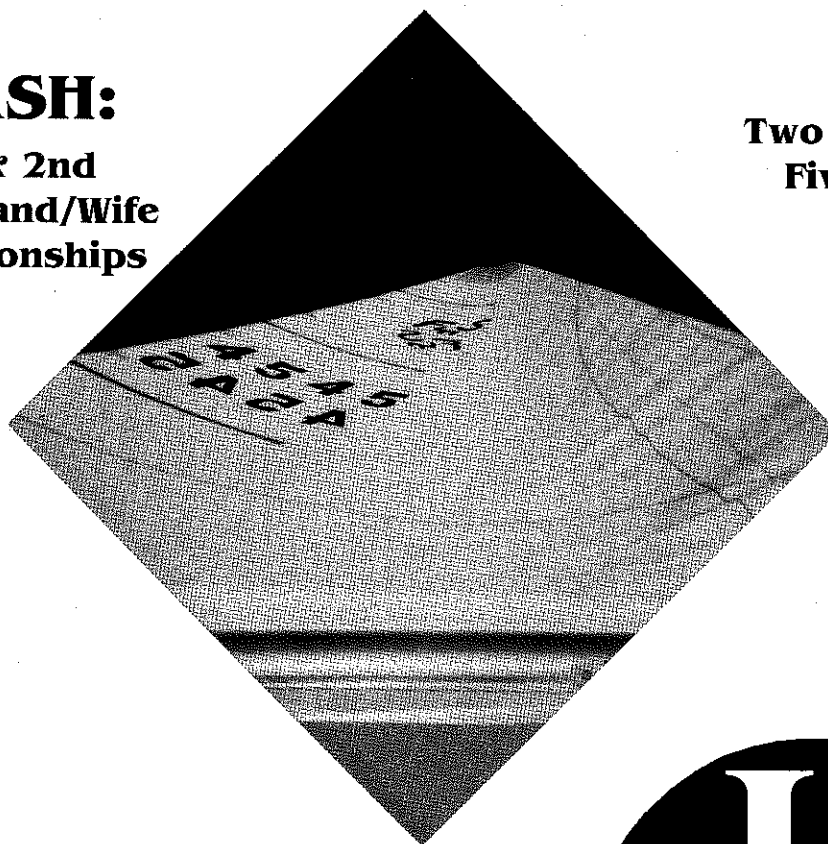
COVER: Forest's Boat 4096 with the Special Olympics Insignia on his Sail at The Canadian Nationals.

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At The Helm

by Dave Jacobsen, FS 4937 President



At the helm.

One of the best decisions I've recently come to was to buy a new Flying Scot. It's really great to select the hull and deck colors, teak wood work and the type of hardware of my choice (conforming with our class rules of course).

Have you given any thought to purchasing a new Flying Scot? There have been a number of improvements added in the last several years. A flotation air bag in the bow and transom draft ports are just two safety features that now that I have them on my new boat, I can't imagine being without. There is a fleet discount available if three or more orders are placed from your fleet. Give your Flying Scot representative a call for additional information.

If you are not ready to buy a brand new Scot, may I suggest you read the "Caveat Emptor" section of Scots n' Water for a fine selection of used boats at fair prices.

Twenty plus years ago, I was sold on a Scot when my neighbor Walt Gundersen, took me for a sail. If you would like to go sailing in a Scot but don't have one available, give the Flying Scot Sailing Association a call at (800) 445-8629. We will point you in the right direction and get you in touch with a close Scot owner to take you out and show you the joys of sailing on a Flying Scot.

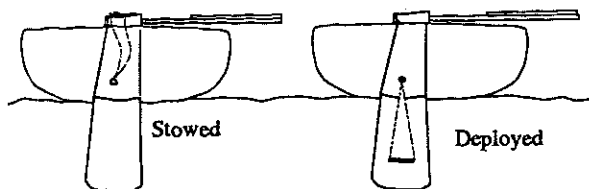
In the next issue of Scots n' Water I plan to discuss cruising and organizing a cruise in a Flying Scot. Let's hear from you about your cruising experiences.

Hope to see you all at the Midwinters in Panama City, Florida or at the Warm-Ups in Ft. Walton Beach. Even you interested parties, if you are in the area should drop by. Lots of talk about what a great boat the Scot is, will be on the agenda.



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LETTERS TO THE EDITOR

Dear Editor:

I'm a new FS owner and would like to purchase and install a small outboard motor on my boat. Could some of our experienced sailors share with me their ideas and concerns when putting an outboard motor on a FS.

Wray & Kathy VanVoorhis (FS1379)

3411 Oakmont Ave.
Dayton, OH 45429
(513) 294-4537

Thanks for all your hard work putting the Scots n' Water together.

Wray VanVoorhis

Ed. — Could you respond to me or to Wray if you have any input into this — Thanks.

Dear Editor:

Just received the Sept/Oct issue of Scots n' Water and found a lot of good articles!

I really enjoyed Eric Feldman's article on "Losing Techniques." This should be high on the reading list for all beginning racers.

I also enjoyed Sandy Eustis' annual North American saga, however I would like to correct one minor error. Sandy described our fun dinner with my team, Joni Reis and Heidi Cornish. Actually, Heidi raced with Joni and me at the June Pig Roast at Sandy's Cowan lake. At the NAC's it was me, Joni and Patti Jahns. Don't worry Sandy — I am also getting older and my memory is starting to fade. However, you'll probably start to remember Patti as she is an excellent crew as evidenced by her win in the Gulf District Championships (Sailing with Steve Bellows).

Although it may be sacreligious, I also disagree with one statement in Sandy Douglass's article. He states that the normal angle of heel for a Scot is 17 degrees. It seems to me the optimum angle of heel depends upon the wind strength. In a drifter, we heel the boat as much as we can, probably more than 17 degrees. In medium air, we heel some, but probably not 17 degrees. In heavy air, we try to keep the boat as flat as possi-

Dear Editor:

Last Tuesday, we all lost a good friend. After battling leukemia for a year, Bill Russell died of complications. He was 55. His wife, Evelyn and two daughters, Debbie and Vicky, survive. At his side were his family and a very loyal friend, Bob Schneider, FS 3951.

His boat, FS 4420, was pretty new. After sailing FS 391, "Raspberry," a boat which had seen much use at Wilmette Harbor, Chicago, back 30 years he finally rewarded himself with a new one and FS 391 migrated to our fleet here, where it has been mostly restored to new by its loving owners.

FS 4420 showed up with the name "Anatidaephobia" brightly painted on the aft quarter, and I asked Bill if that was his dog's name or his old girlfriend. He said his daughter Debbie had seen the name in a Larsen "Far Side" cartoon, (and those of you who know Debbie will understand). "Anatidaephobia" is evidently the unreasonable fear that somewhere, somehow, a duck is watching you.

This was very typical of Bill's humor. He was understated in his manner and the humor was dry and wry. He was totally self-effacing and never boasted about anything. I always looked forward to Bill and Evelyn coming to regattas, because Bill would soon concoct a glib story, for which he was justly famous, and Evelyn would stare at him with sincere incredulity, with

ble, certainly less than 17 degrees. We don't try to sail at a set angle; rather, I ease the mainsail whenever I feel weather helm on the tiller in heavy air (assuming we're already hiking.) Heeling to 17 degrees would result in excessive weather helm in heavy air.

I'm sure Sandy would generally agree with this because he always emphasized the need to reduce weather helm by sailing the boat flat

Debbie stifling laughter at the whole scene.

Bill attended several Mid-winters's, as well as Districts, Whale-of-a-sails and Egyptian Cups. Bill had never missed a Glow until last year when he became sick. I had the opportunity to watch Bill's sailing greatly improve with his new boat. He seemed to have developed a new sense of boat speed and had taken advantage of playing-the-waves knowledge, hard earned from his years sailing Lake Michigan outside of Sheridan Shore Yacht Club, Wilmette Harbor, home of the venerable Flying Scot Fleet #3.

I always credit (or blame) Fleet #3 for having inspired the original Glow-in-the-Dark, because they had hosted the annual "Race Weekend" which we attended, free of charge, and often stayed as guests in the fleet members' homes. We also established the annual bragging rights rivalry of attending The Illinois-Northwestern Football games, either in Evanston or Champaign. Bill took obvious pleasure from those frequent occasions when the Wildcats upset Illinois.

We will all miss Bill. He had a spirit on the water that is the spirit of the Flying Scot. Now his spirit is out on the starting line with Allen, Floyd, Charlie and Sandy.

Steve Hartman
FS 4305

(by easing the main). By the way, for anyone not familiar with the phrase weather helm — it manifests itself by the tug you feel on the tiller and the need to pull it to the windward side of the boat to keep on a straight course when it's windy.

Looking forward to your next issue!

Dan Goldberg
FS 4761

DEADLINES

District Governors, Fleet Captains, Boat Owners, Friends...

Don't forget! Deadline is when I have to send your copy to the printer - so mail early!!

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
April 15, 1995	July/August	GULF & NEW ENGLAND
June 15, 1995	Sept/Oct	MICHIGAN/ONTARIO & GREATER NY
August 15, 1995	Nov/Dec	TEXAS
October 15, 1995	Jan/Feb '96	PACIFIC & CAROLINAS
December 15, 1995	March/April '96	FLORIDA & MIDWEST
February 15, 1996	May/June '96	CAPITAL & PRAIRIE

FROM THE EDITOR

I have received several letters and phone calls regarding sending in articles, regatta notices and fleet reports from you readers. **YOU CAN ALWAYS SEND IN INFORMATION AND ARTICLES.** The District Reports are going to be printed as per the schedule and if you have a report or article and it is another 6 months until your district is highlighted, please send them to me. I will print what I have space for. If, for some reason, issues are full until your District is Highlighted I will be sure to place it in that issue. (Believe me I don't see this as a happening thing too often . . . I'm usually scrambling for things to fill up an issue). If you have a great sailing faster, sailing tip, new idea, questions and/or answers, cruising article, people profile etc.

item that doesn't need to run immediately, please send it to your District Governor for your highlight issue.

I hope this makes it clearer. I would also like to remind everyone to include, crews names in regatta reports, FLEET NUMBER AND DISTRICT in everything sent to me.

Does anyone ever take a pet sailing or racing? Could I hear from you? Pictures would be great also. Who is the youngest skipper in your Fleet? Where did they get their interest in sailing? Are they planning on going to the junior Nationals in Texas? Who are the women skippers in your fleet? Are they planning on attending the Womens NAC July 16th, 1995 in Dallas?

You people that do not race . . . what are you doing with your boat?

Where are you sailing. It's winter now in most areas and you might find time to write me. There are alot of people waiting to hear fun experiences in Flying Scots.

Does anyone have any questions? If you feel you wish to remain anonymous with a question, I don't have to print names. I can get a response to almost any query.

*A big Thank You
to those who write.
those who read,
and all you sailors!*

— Sunshine

PRAIRIE DISTRICT REPORT

Perry Lake Yacht Club regatta chairman Kay Calvert had to look it up. The last time a Prairie District Flying Scot Championship had been held was in 1984, 10 years earlier. Her husband Jim Calvert had been the winner, but the district had drifted downward in membership and the event had not been held since.

But 1994 is seeing a revival on the high plains, with the addition of a new fleet in Wichita, Kansas, (#180) home of the Wichita Boathouse.

First Prairie District Championships Held since 1984

Graham Hall is the new District Governor, and he hopes 1995 will see continued growth, more regattas, and a couple of Scot cruises.

Hall continued his winning ways at District Championship events, taking all five races. Hall has been Governor of two other areas, (NY Lakes, and Pacific) and has won Championships in both of those as well.

Winds were 10-15 out of the south for both days, and there was

great food and camaraderie as always at Scot events. The Wichita contingent got an invitation from the Governor of the State of Kansas, Joan Finney, to tour her houseboat at the conclusion of the regatta.

1st	Graham Hall	3.75
2nd	Jim Calvert	13
3rd	Ian Olson/Whitney Hall	15
4th	Tylor Hall	16
5th	Kirk Coonley	18
6th	Dave Bainum	20
7th	Bob Schulz	22

PRAIRIE DISTRICT REPORT

The Wichita Boathouse Flying Scot fleet is looking for used boats in any condition. The fleet uses the stable and roomy boats in their outreach program to inner city kids, and the three boats in the fleet (#310, #460, #1239) saw lots of action on the urban Arkansas River in 1994, taking out children in the Boathouse's "River Kids" program.

The boats also saw duty during the physically and mentally challenged programs where Wichita Sailing Club member volunteers took lots of kids and adults for rides on the River.

The Wichita Boathouse is a non-profit community sailing and rowing

center in downtown Wichita, Kansas, a city of 300,000 population in southeast Kansas. The Wichita Sailing Club and Flying Scot fleet 180 is a unique organization devoted to promoting sailing to kids and adults through public activities and community involvement. In 1994 over 3500 kids went through the River Kids program during the summer. The Boathouse acts as a resource center for such organizations as the YMCA, Big Brothers and Sisters, the Boy Scouts and Girl Scouts (The Boathouse is supporting a new Sea Explorer Ship), Project Freedom, Half-Way House, etc.

Graham Hall, the Executive

Wichita Boathouse Recycling Used Scots

Director of the Wichita Boathouse would very much like to have donations of Flying Scots, used or new, of Scot parts, sails, equipment, etc. "Sails are especially needed," Hall said, "because of the long hours they are up and flapping in the breeze. We go through them quickly." "A boat we recently got from Dallas didn't have a centerboard. Harry Carpenter at Flying Scot Inc., donated one and we got that boat going again."

To recycle your old Scot or its sails or parts call Graham at 316-267-9235.

PRAIRIE DISTRICT REPORT

In the last couple of years it seems like I have driven most of the country with a Flying Scot behind my car. Moving here to Wichita Kansas from San Diego — down to the Gulf Coast for a couple of regattas — out to Michigan — back to Kansas from Maryland with 4945 in December. The best thing about the Scot is that it trailers so smoothly and quietly

that most of the time you don't know it's there.

So maybe I've learned something over the years about trailering, and what this class most needs are more people who are willing to trailer to regattas, to rendezvous, and to cruises. So here are some random tips to help you hit the road and enjoy your boat even more.

Trailering Tips

Special to Scots n' Water: From Graham Hall

Tip 1: Don't trust that the bearings in a used trailer are the right size.

I've picked up a couple of used boats over the years and they have come on used, and in one case a sadly abused trailer. I would recommend you replace the bearings on

(Continued on page 9)

Trailer Tips

(Continued from page 8)

any used trailer that you get, being sure to measure accurately the inside diameter of the bearing hub. Take that measurement to the bearing supply house and be sure that they sell you the correct recommended size bearings for that hub.

You'll need four bearings and two seals and it should cost you less than \$40. If the trailer doesn't have "bearing buddies" pick up one for each wheel plus one plastic cap for each "buddy." This is the device that fits on the hub and into which you can pump wheel bearing grease through its center grease fitting. As the hub fills up, the spring cap of the "buddy" pushes outward so you can tell that you have grease in the bearings.

Tip 2: Check for wobble in your trailer wheels.

If you have a new or slightly used trailer and don't feel the need to replace your bearings you can check them by firmly grabbing the trailer tire at "3 o'clock" and "9 o'clock" and trying to make the wheel wobble back and forth. You can check the 12 o'clock/6 o'clock axis by putting both hands on the top of the tire (the pavement is holding the bottom) and alternately shoving and pulling strongly. If you feel — bump,

bump, bump, bump— as you move the tire back and forth, you have too much play, and the bearings are suspect. Better to put in new than to be stuck on the highway somewhere.

Tip 3: Travel with a spare tire and wheel.

Just common sense and peace of mind. I was glad I had a spare when I took the boat 600 miles down the Baja Peninsula into Mexico. We launched off the beach and camped out, but I did change a trailer tire in the middle of nowhere. But that's another story.

Tip 4: Beware of those gas pumps that get in the way of the trailer when turning.

The scientific reason that a trailer "cuts the corner" behind your turning vehicle is beyond the scope of this article. But suffice it to say that it is just one of those Mr. Wizard kind of things. When turning left out of the gas station, pull slightly right or go ahead a little farther than you might think to avoid an 87 octane geyser. If anybody does have a concise explanation of this problem, please send it to me and I'll give it to my girlfriend.

Tip 5: How to get your trailer lights wired correctly — the first time and every time!

I don't know how many regattas I've gone to where I had to travel only by day because my lights weren't right. Either the brake lights didn't come on (or they actually got dimmer when you put your foot on the pedal) or only one turn signal worked, or only one side ever would come on . . .

So here are the steps to solve this problem:

1. Take your car and trailer to U-Haul.
2. Walk over to McDonald's for lunch.

3. Come back in an hour and it's ready.

It doesn't cost that much. They have all the right stuff, they'll do it while you wait, and it's right. Plus you can always get more lights and plugs and anything you need in the future anywhere you go. Even in Kansas.

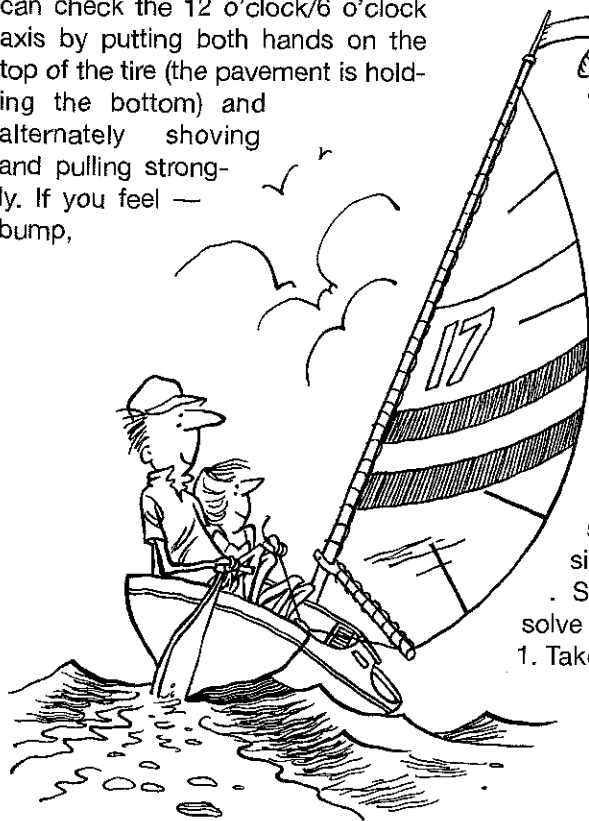
If all else fails, and you're on the road at night and the lights on the trailer go out (assuming the bulbs aren't burnt out) try this: turn on the flashers. A state trooper taught me this after he wrote out a warning (Thank God I talked him out of the ticket) one dark lonely night on the way home from a cruise. I got home safely with trailer lights flashing.

Tip 6: For ramp launching be sure your aftermost roller is a very hard rubber or plastic, and that she turns very easily.

This assures that you don't have to put the trailer too deep in the water on launch or retrieval. You shouldn't have to get the hubs wet — stop just as the tires hit the water. Even if that aftermost roller is up out of the water a little bit, the boat will retrieve up and onto the trailer by using the winch line to the bow eye. You may have to grind pretty hard (be sure the ratchet is on) or lift the bow up a little to get her started, but she should winch up and onto the trailer. Keep her straight as you bring her up, but even if the stern is off a little you can straighten her out on land with a couple of guys. I used to squat under the stern and shove up and over with my legs and back to center the Scot until I hurt my back and couldn't do it anymore. I wonder why I have a weak back? Besides, the bottom paint would ruin my cool Flying Scot regatta shirts.

Final Tip: You can't get cool regatta shirts unless you're willing to trailer.

Makes sense. Now get out there and get on the road. See you at the nationals.



CAPITOL DISTRICT REPORT

Greetings from the District which calls the Nations Capitol and the Chesapeake Bay its home. Bob Post, FS 4995, formerly FS 3201 Geneses, has been the Governor for this district since 1989 and resides at Lake of the Woods, Virginia with Fleet 160. Bob Neff, Official Measurer, resides in this district as well at Selby Bay near Annapolis, Maryland. Bob's Selby Bay Sailing Center is the home of fleet 42, and sponsors much of the activity in the Annapolis area including the annual Summer Solstice Regatta and the Chesapeake Bay cruise. Just around the corner from Selby Bay is the West River Sailing Association which is one of the oldest small boat One Design racing clubs on the Bay. They are scheduled to host the Star North Americans in 1995. West River is the home of Fleet 97 and host to the annual Pumpkin Patch Regatta. North of Annapolis on the banks of the Magothy River you will find Fleet 86. South, down the bay you can find our newest and very active Fishing Bay Fleet 103. This is the current home of the Capitol District Championship. The district has decided to maintain this regatta at Fishing Bay for several years in an attempt to create a regular venue

Overview

District Governor		Bob Post	FS 4995	(703) 972-7134
District Champion		Cris Swenson	FS 4639	(410) 626-1642
Class Measurer		Bob Neff	FS 4884	(410) 798-4146
Fleet 42	Annapolis, MD	Cris Swenson	FS 4639	(410) 626-1642
Fleet 155	Richmond, VA	Bob Atherton	FS 4185	(804) 744-4310
Fleet 160	Lake of the Woods, VA	Larry Huntsman	FS 4427	(703) 503-9555
Fleet 86	Baltimore, MD	Gary Sullins	FS 4100	(410) 792-5893
Fleet 97	Annapolis, MD	Larus Newby	FS 3553	(301) 759-3152
Fleet 103	Fishing Bay, VA	Max Aldredge	FS 3103	(804) 360-4919
Fleet 137	Hampton Roads, VA	Richard Dickhoff	FS 3703	(804) 249-2433
Fleet 139	Lake Marburg, PA	Gary Brinton	FS 4450	(717) 770-0221
Fleet 163	Lake Nockamixon, PA	Tom Davies	FS 1990	(215) 659-3584

and encourage more participation. In recent years this regatta has been held at many sites including the scenic James River in Williamsburg, VA as well as Selby Bay and West River. To the south of Fishing Bay is the southern bay region and home of Fleet 137. This fleet does not have a regular venue and sails either in the southern Chesapeake Bay or at the mouth of the James River on Hampton Roads. Lake of the Woods hosted the District Champs in 1989 which was the first time in recent memory that the regatta was sailed inland. The Capitol District has several inland facilities in addition to Lake of the Woods. Richmond

Virginia, on Swift Creek reservoir, sits the Greater Richmond Sailing Association and Fleet 155. To the north of the Mason Dixon Line, in Pennsylvania you will find Fleet 139 at Lake Marburg near Hanover and Fleet 163 at Lake Nockamixon near Philadelphia.

I would encourage any readers who reside near a fleet to inquire into membership. Fleets are as varied as their locations and offer many activities including racing, cruising, meeting and eating. Things we all like to do. Fleets, sailing area, a contact, and phone numbers are listed here for your convenience.

CAPITOL DISTRICT REPORT

Host a major FSSA event. The Wife Husband has been held at West River Sailing Club and Fishing Bay is considering a bid for the North American Championships. The area around Fishing Bay is growing very rapidly and will soon be the home of a major resort and conference center. The sailing water around and in Fishing Bay would be an excellent venue for the NAC and the club has considerable experience in hosting other large regattas. If the class is ever going to host an NAC on the

Chesapeake Bay this may be our best opportunity.

Start a high point series competition. We are currently looking for someone to donate a trophy for a high point series that will encompass 4 to 6 regattas in the District. We have the regattas and the sailors, now all we need is a trophy and someone to keep score. I think I know who that will be.

Rekindle the spark of cruising in a Flying Scot. Andy Gillis hosted overnight river cruises on the James

River several years ago, Bob Neff has hosted a week long cruise out of his home on Selby Bay and we need to do more of it. The racing sailor can find something to do every weekend in the Capitol District, but we offer little organized activity for the day-sailor or cruiser. I would like to encourage anyone who would like to participate in a cruise this coming season to call me and I will find us a venue for a weekend cruise. The

(Continued on page 11)

Future Aspirations

(Continued from page 10)

Chesapeake Bay offers the best cruising on the East Coast of the United States, maybe we should wake up and take advantage of it.

John Beery, previous fleet captain of Fleet 160 and designer of the Flying Scot Class Burgee has begun a quest to hold a Team Racing Event in 1995. The concept is to hold a

regatta somewhere on the Chesapeake Bay and invite all Fleets in the District to field a team of two or possibly three boats and participate in elimination racing. The number of entrants will determine how many races will be necessary or if a qualifying series will be needed. If the entry list is five or six Fleets it may take two days to settle the competition. In any case, we will be looking for team racers by spring and

hope to start something never before attempted.

The Capitol District has high hopes for the future and invites any and all Flying Scot sailors to join in the fun. We have a general philosophy that "If it ain't fun, we don't do it" and the more people who join in, the more fun we all have. We also take this opportunity to wish all Scot Sailors a safe and exciting sailing season for 1995.

CAPITOL DISTRICT REPORT

Things I didn't get for Christmas 1994

*Twas the month of Christmas
and all through my head
Not a happy thought floated;
sailing season was dead!*

My depression grows deeper as the temperature falls.

Bah! Humbug! A sailor's ghost shows me the non-gifts of Christmas Present.

From my employer:

An extra week of paid vacation to drive down to Florida for the Sanford Sailfest party the first weekend in December. Think of the improvement in moral.

From my wife:

An absolute commitment to sail the Wife-Husband Regatta in May at Lake Norman Yacht Club. It's only six hours away and the local Waffle House serves grits with breakfast.

From West Marine Catalogue:

A coupon good for the foul weather suit of my choice. This time I'll get one that really fits and is comfortable to wear.

From my college-aged daughter:

New sailing boots. Not only will they come in handy for launching on cold water days, but I can also wade through the bull explanations she delivers when in need of more beer and cigarette money.

From my teen-aged #1 son:

A 41-piece Marine Tool Kit. Conveniently divided in both SAE and metric sizes, I can fix the trailer and his car to save considerable expense.

From 10 year old son #2:

Sailing Gloves. Only a fraction the cost of the latest version of "mortal Kombat" for Sega, he knows I can also wear them under my baseball glove in early Spring while he throws progressively faster pitches for Little League practice.

From Mom and Dad:

Duffel Bag. Bright yellow to match my float coat, this features oversized, non-corroding plastic zippers and will carry a bushel of grapefruit on the airplane following my winter weekend visit to their Naples, Florida condo.

From my loyal crew:

Harken microblock Keyring. It will come in handy the next regatta they feel the need to hoist my pants up a tree for blowing a lead.

The stockings come down from the chimney; I turn out the light. The Scot is covered for a long winter's nap; and to all 'Good Night.'

1995 Connecticut Special Olympics

Savin Rock, West Haven, CT

by John Pridmore



Forest Rogers, Dave Jacobsen, Bill Dunham at the Awards Ceremony.

The 1994 Special Olympics Sailing Invitational was a very large operation as reported in the September/October issue of Scots n' Water. Its true importance was as a dress rehearsal for the 1995 Special Olympics World Summer Games. There was no doubt left in anyone's mind that sailing is a viable sport for the Special Olympics. Eighty very special athletes settled that discussion once and for all on the waters off West Haven.

The excitement and splendor of the 1995 Special Olympics World Games will extend well beyond sports competition. The Worlds of art, culture and entertainment will unite in a celebration of the spirit of Special Olympics and the achievements of people having mental retardation.

The opening ceremony will be held on July 1st. President Clinton has tentatively agreed to attend the opening which will be held in the Yale Bowl with seating for over 70,000 people. There will be a parade of the "Tall Ships" on July 2nd, fireworks on July 4th and a statewide 1,000 person choir for which all Connecticut residents have been welcomed to audition.

All of these activities are being masterminded from the 16th Floor of 195 Church Street in New Haven. The atmosphere is electric. Through all of this excitement, the Flying Scot activities are being organized by Dave Jacobsen and Forest Rogers. The Scots will sail Bravo race course and Forest is the Head Race Officer. Forest and Dave have been to numerous meetings to cover

- Coast Guard requirements
- Scoring
- Safety
- International jury
- Telecommunications
- Medical
- Weather
- Spectator
- Docks and docks master
- Sail demonstrations
- Guests
- V.I.P. parking
- Insurance
- Organization of the Race Committee Boat
- Stake boats and safety boats

Volunteers must be registered **no later than March 15, 1995**. If you would like to help, please register ahead of time, you cannot just arrive at the site in July. JOIN THE WORLD OF WINNERS!

Racing will take place on July 2nd, 3rd, 5th, 6th and 7th, 1995. Flying Scots will be part of Special Olympics sailing history because of the efforts of Forest Rogers, Dave Jacobsen and the Flying Scot volunteers.



Forest with Race Committee Volunteers, Mike Lennon, Frank Hall, Annie B., Ed Becker, John Pridmore, Bill Dunham.

1995 CT Special Olympics

(Continued from page 12)



The Special Olympics Burgee.

"In a world where poverty, war and oppression have often dimmed people's hopes, Special Olympics athletes rekindle that hope with their spiritual strength, their moral excellence, and their physical achievements. For as we hope for the best in them, hope is reborn in us."

Eunice Kennedy Shriver
Founder, Special Olympics
International



Special Athletes Receiving Their Medals.

The Special Olympics Oath is...

**LET ME WIN,
BUT IF I
CANNOT WIN,
LET ME BE
BRAVE IN THE ATTEMPT**

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Alexander's Discovery

by Mike Palm, Alexander's friend and mentor

Fleet 1, FS 1242

On October 23, 1994, Alexander demonstrated the skills necessary to be recognized as an Advanced Sail Boat Handler. Alexander single-handed a sailboat around a course without colliding, capsizing or fouling a mark. Further, Alexander successfully set, flew and doused the spinnaker.

On Lake Cowan in Clinton County, Ohio, Alexander sailed a marked course designed to bring out all points of sail. The four marks were set for starboard roundings. The day was characterized by a cloud-free sky with unlimited visibility and wind typical of a recently passed weather front. The temperature was in the mid-sixties. The wind was 15 to 20 knots steady from the north, shifting gradually northwest. During the critical test of skills, there were whitecaps on the course enclosed by the four buoys.

Alexander single-handed the course with very little difficulty.

The course started with a boat dead to windward, followed by a reach to the downwind leg. Following the spinnaker run downwind, the course exposed Alexander to quartering winds aft. The final leg was a spirited beam-reach, during which the sailboat ran away from the trailing support motor boat, to complete the course.

Alexander was alone on the boat from launch to landing.

On the launch, Alexander chose a conservative technique (with the unspoken approval of the mentor) paddling to the center of the sheltered harbor, dropping anchor to control the boat while the main sail was raised. Alexander then sailed out of the harbor, without difficulty, despite characteristically swirling wind patterns.

When clear of the harbor, she turned the boat into the wind and raised the jib. After a beat and a reach, which was used to become acclimated to the conditions, Alexander sailed to a wind "shadow" and checked the rigging. The main was tightened and the tension on the forestay toggle was reset. The skipper gathered strength and concentration, then headed for the first mark to begin the test of recently acquired skills against the forces of nature.

Alexander was in control of the boat and looked confident throughout. Very few errors were made and they were corrected promptly. When the wind speed peaked the skipper pointed the boat to keep the close-hauled jib trimmed, depowering only the

(Continued on page 15)



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Alexander's Discovery

(Continued from page 14)

main. There was never a thought to reef the main.

On the first leg, a beat, Alexander hiked out horizontal holding the main sheet and tiller extension in each hand. At no time did the skipper appear tentative or afraid. Although properly apprehensive on the first solo attempt, Alexander was able to function and keep under control. Tacks were initiated off good speed. Most of the turns were completed smoothly, coming out of the tack with good speed and quick acceleration. Rounding the second mark from a port tack allowed the boat to achieve the reach position with a simple tiller move to weather, coordinated with easing of the main.

On this reach, the boat accelerated and became easier to control but still required effort to the physical limits. Heading for the downwind leg, Alexander decided to head to a wind "shadow" upwind of the next mark, in order to rest and set the spinnaker in favorable conditions. (This conservative plan for the specific winds was wise.) However, when the fledgling tried to use the tiller to point the bow leeward, the main sheet was not eased. The boat had a heavy weather helm. Alexander could not overcome the forces to achieve the desired heading. With the boat rapidly approaching the point of land that would prevent reaching the wind "shadow," some frustration became apparent. Her trust in past training suggested easing the main. The boat came about, just in time.

Alexander circled in the lee of the point while regaining composure and strength. Ready for the downward leg of the course, Alexander prepared to fly the spinnaker. Single-handing the spinnaker is a particular challenge, but is easier to do on a Scot than most other boats. This particular 19 foot sloop (*That darn Thing II*) is rigged to accommodate either partner assisted or single-handed operation. The Scot is relatively forgiving of skipper error. It gives clear warning of near capsizes. In heavy wind, however, the boat can

"trip" over its centerboard if the spinnaker is blown to the side by a shift in a gust. To avoid this, it is wise to raise the centerboard to run with the spinnaker. Neither the skipper nor the mentor noticed that this step was missed. It is testimony to Alexander's heading control, that tripping was avoided, because after coming out of the wind "shadow," whitecaps surrounded the boat.

Alexander set the heading and adjusted the tiller shock cord until the heading stabilized. The main was set and cleated full to port. The jib sheets were un-cleated, the spinnaker sheets cleated loose and the skipper went forward to the starboard cockpit area. The heading and wind were checked. Satisfied, Alexander raised the spinnaker, cleated the halyard, went aft, straddled the tiller and grasped a spinnaker sheet in each hand. The port sheet was pulled in until the spinnaker rounded the forestay. The skipper adjusted the heading by moving side to side until the spinnaker bloomed and lifted. The

heading was stabilized, the sheets cleated and Alexander went forward to set the pole. It was hard to work against the forces so the skipper was only able to set the pole halyard and clip on the starboard spinnaker sheet before having to go aft to reset the heading. Alexander then went forward and struggled against the wind to clip the pole to the mast ring, but had to return aft to reset the heading again before setting the shock cord downhaul. The sailor struggled but finally got it set after one more trip aft to loosen the starboard sheet, allowing the pole to move forward. This reduced the forces involved.

It wasn't pretty, but Alexander got the job done. Now, the skipper went aft, straddled the tiller, adjusted the heading and sheets until the spinnaker was in a perfect set.

Alexander flew the spinnaker with a face that showed obvious

(Continued on page 16)

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Alexander's Discovery

(Continued from page 15)

satisfaction, not yet realizing the enormity of the accomplishment, it was found necessary to douse the spinnaker all too soon. Running out of lake and time, the sailor took the port sheet forward, removed the shock cord downhaul, removed the pole from the mast ring, but had to go aft to reset the heading in order to avoid the island. It was then necessary to run forward to disconnect the starboard sheet, grasping it while the pole halyard was removed and the pole thrown on the seat behind. Alexander then un-cleated the port sheet and gathered the Spinnaker foot in both hands. Then, with the left hand, the Spinnaker halyard was un-cleated and gathered with the sail to control the tension while lowering. The sailor then returned aft, removed the shock cord from the tiller and turned to starboard to avoid a jibe.

On the water, Alexander solved an unexpected problem.

It took both hands to the main. By the time Alexander reached for the jib sheet, the jib had blown around the forestay and the un-cleated jib sheets were flailing around the bow area. As the boat was now approaching the south shore, the skipper was forced to tack back on the main alone. (The course could have been completed on the main only, but that is not Alexander's way.) The jib was blown to the lee, forcing the jib tight against the forestay. The sailor tried to set the jib but could not pull in the starboard sheet. The mentor heard, "I can't set the jib. The sheets are tangled." The mentor said, "No. They are not. All you have to do is pull in the lee sheet until you pull the jib all the way around the forestay." Alexander tried and said with a modicum of irritation, "I can't." The mentor said, "Trust me, pull." It would not budge. The skipper asked (as the light came on), "Can I turn into the wind to do it?" (Bingo!) The mentor said, "You're the skipper," pleased

that Alexander had figured it out. The sailor got it clear and sailed east of the island to the north shore and tacked.

Alexander solved an expected problem.

(While the jib sheets had been flailing around, Alexander lost grip on the tiller, slipped, and ended up under the starboard seat. At that moment the wind, blowing through the rigging, made noises that sounded like a string of short Anglo-Saxon guttural expletives, for which any sailor would have been proud. The sailor maintained control of the main sheet and self. Climbing slowly out from under, frowning and grumbling the whole way, the skipper quickly restored heading and dignity.)

Alexander looked up lake to find the final heading home. As the wind had shifted, the last leg was a beam reach.

Fully in control, Alexander hiked to the weather deck, hung out horizontal and headed for home with a look of complete satisfaction on a glowing face. This is Alexander's element!

On the way home, the boat was performing near peak, under now confident, competent handling. The Scot was again out-running the small motor skiff. The mentor was taking the few remaining thirty-five millimeter photographs (up to frame 41, already).

At times, the boat was heeling enough to show the top two or three inches of the centerboard. The sailor was obviously pleased when told about it later and is eager to see that particular picture.

On the landing, Alexander dropped the jib, approached the dock perpendicularly with the mainsail up; turned into the wind; raised the centerboard and stalled to a dead stop with the nose just touching the bow lift cradle. A perfect "hot" landing!

(Later, on the way to the ramp, to remove the boat from the lake, the tiller extension bolt broke, freeing the tiller. The mentor was sailing while the

(Continued on page 17)

Alexander's Discovery

(Continued from page 16)

sailor basked in the afterglow of accomplishment. In addition to boat handling skill, Alexander has good luck as well.)

During the season, Alexander would say, "The wind is there and I want to take a bite out of it."

On this great sailing day Alexander took a big bite out of the wind.

As Paul Harvey would say, "And now . . . for the rest of the story . . ."

700 WLW is a clear channel 50,000 watt AM radio station in Cincinnati. Because no other channel broadcasts on this frequency, the signal carries a long way . . . Ten states during the day and 38 states at night (up to the Rockies). The station has a large nationwide population of listeners. The broadcasters are known nationwide, especially in the eastern half of the country. It did

not come out, until halfway through the sailing season (and then only in response to a direct question), that the sailor is one of the WLW broadcasters, working as a news anchor/reporter. Alexander is a polished professional, with a broadcast style that is clear, concise and comfortable. But most of all, Alexander comes across as genuine.

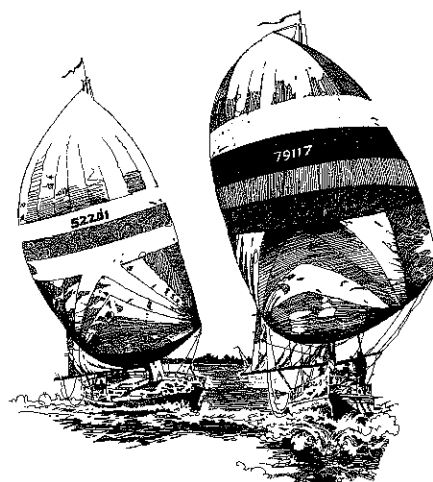
But . . . for the real story . . . the sailor, Skipper Ann Schilling Alexander is a young woman weighing 98 pounds dry, with strength, maturity and determination beyond her years. At least half of her body weight is heart, . . . and that is,

Alexander's Discovery!

Author's Note 1: If you are not already an experienced sailor, of the single-handed persuasion, I urge you to read my separate article (in the last issue of Scots n' Water) Single-handing a Scot, before trying this. Please consult the officers of your association to get a private evaluation of your

readiness to solo. Warning: This activity may be habit forming.

Author's Note 2: Since this remarkable event, Ann has moved from radio to television. She can now be seen on Cincinnati's Channel 19, WXIX, part of the growing Fox network.



Junior and Women's Competition

The Junior's Championship regatta will be held Sunday, July 13th. We will have a competitor's meeting starting approximately at 10:00 AM. Junior skippers and all crew members must not have reached their 18th birthday.

The Women's Championship regatta will be run in conjunction with the Junior's regatta. The women of Fleet #23 will be participating enthusiastically in this event, and would like to challenge the rest of the girlie-girls out there to come early enough to participate. If you are a skipper that needs a crew, call Joni Seifrick (214-827-2656); she will line you up with an experienced Flying Scot sailor. If you are worried about measuring and time schedules, call Joni and we will be able to arrange loaner boats if needed. Baby-sitting will be available on a pre-arranged basis, (just let us know). **NO EXCUSES - JUST SAIL.**

Fees and Registration

Make all checks payable to Fleet #23

NAC Registration Fee	\$100.00.....	_____
For registrations received prior to July 1st, 1995		
Junior's Regatta Fee	\$20.00.....	_____
Women's Regatta Fee	\$20.00.....	_____
US Sailing Discount	\$5.00.....	_____
	Total	_____

Do you need babysitting? Call Renee Comen (214) 618-1257

In order to **strongly encourage** competitors to register early, a **\$20.00** late fee will be charged to any registrations received after **July 1st, 1995**. Mail all registration information and payments to:

Joni Seifrick
5721 Martel Apt. D • Dallas, TX 75206

1 9 9 5



North American CHAMPIONSHIPS

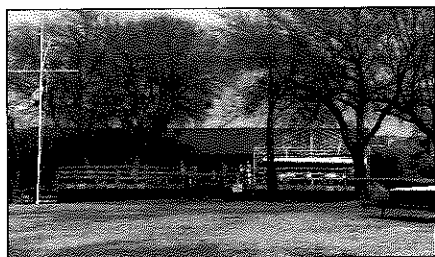
Dallas, Texas • July 15th-21st

Schedule of Events

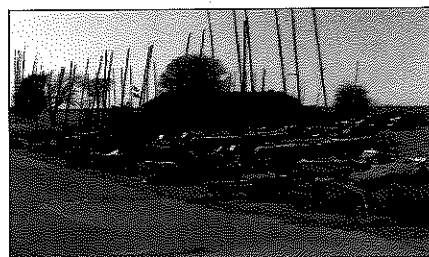
- Saturday and Sunday:** Greeting of competitors
Measuring of boats and sails
- Sunday 10:00:** Women's and Junior's Nationals
- Sunday Evening:** Welcoming Party, Food and Fun
North Texas State Steel Drum Lab Band
- Monday AM:** Races 1 and 2 of Qualifying Series
Speed Seminar/discussion, Food and Fun
- Monday PM:** Board of Governors Meeting
- Tuesday AM:** Race 3 of Qualifying Series
- Tuesday afternoon:** Open House/Happy Hour hosted by
Corinthian Sailing Club, Fleet #23
- Wednesday AM:** Races 1 and 2 of Championship Series
- Wednesday PM:** Bar-B-Que dinner, RCYC
Country/Western band and dancing
- Thursday AM:** Races 3 and 4 of Championship Series
- Thursday PM:** Annual Meeting, Mexican Style dinner and
Mariachi Band entertainment
- Friday AM:** Final race of Championship Series
Trophy presentation following race #5

THIS SCHEDULE IS SUBJECT TO CHANGE!

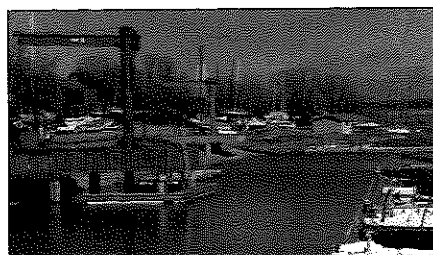
But no matter what, we will have a schedule for competitive sailing, scrumptious food, wet beverages, and rowdy times. If you miss this one, you'll never hear the end of it.



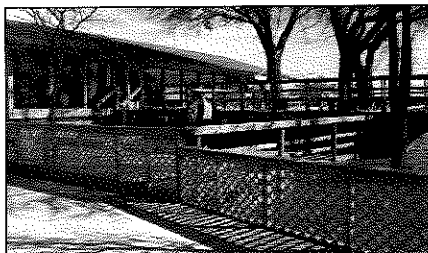
RCYC.



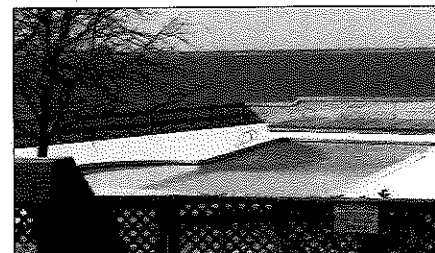
Dry Sail area.



Launch area — 2 hoists and 5-car ramp.



Clubhouse, grills, porch area.



Pool overlooking lake.

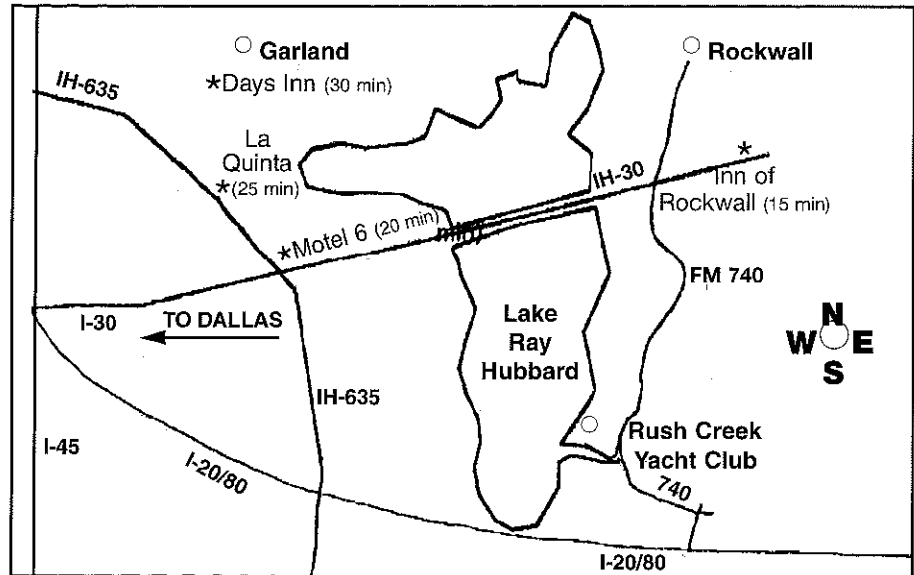
Rush Creek Yacht Club

Rush Creek Yacht Club (RCYC) was formed in October, 1969 by 85 members. The area that would become Lake Ray Hubbard was farmland at the time the club was officially organized. After completion of a dam, and seven months to fill the lake, RCYC held its first race in August, 1970. The club now has over 300 members who actively race at all levels.

Rush Creek thrives on its racing program. Fleets such as J-24s, Sheilds, Lightnings, Solings, C-Scows, PHRF keelboats, Snipes, and Thistles participate in club races along with numerous fleet, district, regional, National, and World Championships. In addition, Rush Creek has been host to many national championships in its 19 years including: Lightning Nationals and Worlds, MC-Scow Nationals (twice), Sheilds Nationals, Soling Nationals (twice), 470 Nationals, Rebel Nationals, Merit 25 Nationals, and the Flying Dutchman Nationals and Olympic Trials. More recently, the Snipes, Thistles, and C-15s Nationals were held at RCYC. The USYRU has also held the Sears, Bemis, and the Smythe Championships and the Junior Nationals here.

Some of the better known regattas RCYC hosts are the Black Tie Regatta which serves as the Midwinter Championship for many of the Scow classes, and the annual J-24 Texas Circuit Regatta which is a qualifier for the J-24 World Championship. RCYC has obtained a fine reputation for hosting national regattas, and as shown, many classes come back!

Rush Creek Yacht club is located on Lake Ray Hubbard which is approximately 20 miles east of downtown Dallas, (see map). The member built club sits on five acres on the southeastern shore of the lake. There is a 3,000 square foot clubhouse with bar, dining, and bathroom/shower facilities, 2 hoists, 3 launching ramps, plenty of dock space, and 50 yards of beach space inside the harbor. Directly adjacent to the clubhouse is a



MEMBERS OF FLEET #23 THAT CAN HELP

Fleet Captain:	Bob New	(214) 317-3307
Secretary/Treasurer:	Joni Seifrick	(214) 827-2656
Social Chairman:	Michael Mittman	(214) 490-8103
Race Chairmen:	Tom Miller	(214) 771-0969
	Kelly & Heidi Gough	(214) 471-1212
	Bob Harrington	(214) 276-1954
	Renee & Steve Comen	(214) 618-1257

large pool and patio area with 6 gas grills, and a 1,200 square foot wood deck. Lawn areas for picnics and sunbathing face the water and also provide a good place for spectating. There will be plenty of parking for boats and cars as the member owned boats are normally moved to the field behind the clubhouse for large regattas.

WIND AND WEATHER CONDITIONS

During July, the wind in Dallas is primarily from the South to South-East. The winds usually vary from 5-15 mph. You can expect light winds in the mornings, and slightly more wind in the afternoon. The south winds from the Gulf of Mexico provide a good steady breeze to sail in while the flat farmlands surrounding the lake do not cause any significant shore effect.

North Texas during July is hot. The average high is 98 degrees and low is 74 degrees. Races will be held before lunch and after, giving racers plenty of time to cool off in the pool

and air conditioned clubhouse. Great care will be taken to assure safety in the heat. Scattered thunder showers are not uncommon during the summer months, but usually they only last a few minutes.

LODGING AND MOTEL INFORMATION

There are several area motels within driving distance of RCYC. Please ask for the Flying Scot Nationals discount rate when calling. Space is also available for tenting and a limited number of RVs on a first come, first serve basis. We will be holding most of the social events at the clubhouse, so area lodging is highly recommended. Construction on the I-30 bridge causes severe congestion between the hours of 6:30 AM and 7:00 PM and would hamper travel to the races.

Inn of Rockwall	(214) 771-9922
Days Inn	(214) 226-7621
La Quinta	(214) 271-7581
Motel 6	(214) 226-7140
RCYC	(214) 771-6500

FLEETS IN

FLYING SCOT CANADIAN CHAMPIONSHIP 1994

by Robin Collins
FS 4999

Once again, the 1994 Flying Scot Canadian Championship attracted a highly competitive fleet of Scot sailors, this year drawing from fleets in Connecticut, New York, Pennsylvania, Ohio, Louisiana, Massachusetts, and of course the Canadian fleets. Among the participants in this fifth Canadian Championship, sailed (again at Stony Lake, Ontario) August 20 and 21, were the FSSA president (David, a great supporter of Scot sailing in Canada, has been at all of the Canadian regattas); two former North American Champions, including the boat's builder; and two District Governors. A number of FSCC94 participants had also sailed the 1994 FS North Americans (with varying degrees of success) just a week earlier.

Bubby Eagan and Corky Hadden flew up from New Orleans to sail one of Robin Collins' boats (#4249 with Bubby's sails #3599). Finishing eighth and third in Saturday's races, Bubby and Corky actually went to bed early that night and won the two back-to-back Sunday races, and the regatta (by a quarter of a point) over the Carpenter family - Harry, Carrie, and Jimmy - Karen was busy at Flying Scot Inc. tending to the business. Only four points separated the next four places. Joe and Patti Gulick sailing a consistent regatta finished third, followed by Mike Cullen and Jonathon Vehar in fourth, with John Meredith and Tony Kaminski (fresh from a third in the 1994 North Americans) rounding out the top five.

The win, for Bubby, marked the third time in as many tries (out of the five that the regatta has been sailed), that he and the brothers Hadden (Mac and Corky) have now won the Flying Scot Canadian Championship.

1994 WURSTFEST REGATTA

by Joni Seifrick

The 1994 Wursthfest regatta was held at beautiful Lake Canyon Yacht Club in New Brunfels, Texas. This is a multi-class regatta with three different race courses, and several racing divisions. It is held in conjunction with the annual Wursthfest celebration in town. The event is well attended by juniors, seniors, and polka music fanatics. I think the Flying Scot sailors fell into the last category. Corinthian Sailing Club took five boats to Lake Canyon to participate.



Mike Cullen (4620) crosses John Meredith (5001) as they approach the windward mark.



FSCC94 Chairman, Doug McTavish (4320), on starboard, crosses Alick Ryder (4147).

Friday night's festivities centered around setting up tents in driving rainstorms and the local hangout, The Sundowner. We've been lucky this year because we had the Districts at Lake Canyon last month and had two chances to visit the Sundowner. The local band played, Trey danced with every girl in the club, and many lies were told. Saturday morning came

too early for many of Fleet 23's polka enthusiasts.

The weather was beautiful. Clear skies with 10-20 mph winds set a perfect scene for the regatta. The Texas junior circuit had a great turnout and more than fifty Sunfish came to compete on separate race courses. Richard Wade and Madison Barnhart swept the first three races, with Pat Manicchia and Trey Andrews in close competition with Tommy Miller and Lisa Robinson for second. Saturday night we had a nice Fajita dinner and went to the Wursthfest celebration in the city of New Brunfels. If you've never danced the chicken dance, just ask Richard Wade how it's done. Of course it's much better when you have a plastic chicken nose on and everyone else looks just as foolish.

Sunday the winds were light and unpredictable. We only raced one very short race and were finished for the weekend. We all had a great time sailing and enjoying the German food and beverages. Special thanks to Millie and Bill (the birthday man) McVey for their help and hospitality. With people like them, the NACs in

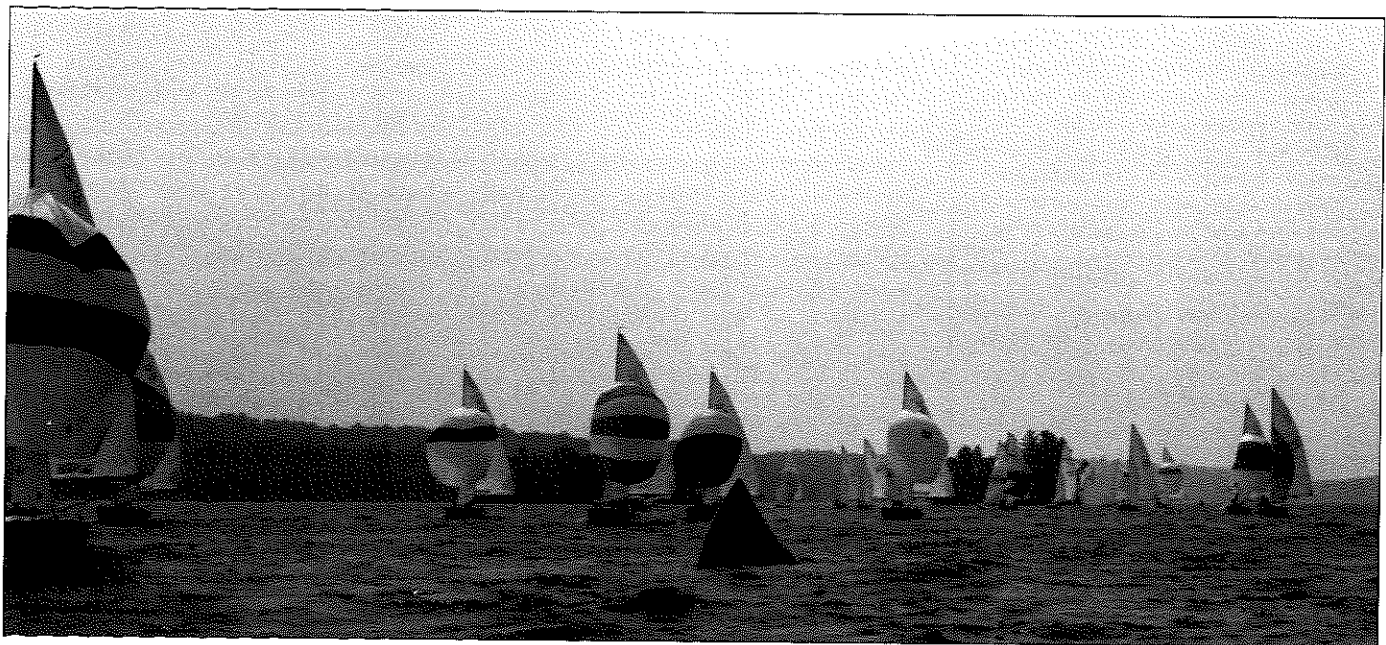
(Continued on page 21)

FLEETS IN

(Continued from page 20)

FLYING SCOT CANADIAN CHAMPIONSHIP 1994

Place	Sail #	Name	Country	Race 1	Race 2	Race 3	Race 4	Total
1	3599	Bubby Eagan, Corky Hadden	US	8	3	0.75	0.75	12.5
2	4945	Harry, Carrie, and Jimmy Carpenter	US	0.75	5	4	3	12.75
3	964	Joe and Patti Gulick	US	3	6	2	7	18
4	4620	Mike Cullen, Jonathon Vehar, Charlie Cullen	US	7	0.75	7	5	19.75
5	5001	John Meredith, Tony Kaminski	US	9	2	6	4	21
6	4999	Robin Collins, Colin Kinnear	CA	6	4	10	2	22
7	4096	Forest Rogers, Melanie Dunham	US	2	18	3	6	29
8	4619	John Pridmore, Bill Dunham	US	10	12	5	8	35
9	3913	Martin Waine, Josh Goldman	US	5	10	11	11	37
10	3563	Richard and Karen Fleury	US	16	9	8	12	45
11	442	Sandy Beatty, David McCumber	CA	12	11	17	9	49
12	4937	David Jacobsen, Dave Jacobsen, Bill Kenney	US	11	16	13	10	50
13	3886	Brian and Julie More	US	4	17	9	20	50
14	3691	Doug Smith, Susie Hauth	CA	15	7	19	14	55
15	3302	Gord Collins, Chris Bradley	CA	18	8	14	16	56
16	4147	Alick and Leslie Ryder, Jack Matthews	CA	17	15	18	13	63
17	1777	Timothy, Harold and Sheila Mallette	US	23	13	12	18	66
18	4389	Alan Wotherspoon, David Fear	CA	19	14	16	21	70
19	3991	Christopher and Jeanne Rotunno	US	13	20	15	24	72
20	4320	Douglas McTavish and Elan Emmerson	CA	20	22	21	15	78
21	1833	Michael and Nancy Swenson	US	14	24	20	22	80
22	4433	Charles and Jill Swenson	US	22	19	22	19	82
23	3692	Jennifer Ayres, Jinder Ahluqalla, Jennifer Burton	CA	21	21	23	23	88
24	4480	Garry Braund and George Baird	CA	24	23	24	17	88



John Meredith (5001) leads a large pack of boats into the leeward mark.

(Continued on page 22)

Breaker Sailing Shorts



Technically Designed Sailing Short

Unrestrictive, breathable, quick-drying, double-seated. Breaker Shorts are not only tough as nails but help you and your shipmates move quickly and hike hard all regatta long. Insertable foam protectors, Fanny Fenders, will take the pain provoked hesitance out of max-hiking. Waist adjustment straps and deep pockets with non-corroding zippers make this attractive gear functional for hard sailing. Change your clothes this season & shift into high gear, sail flat, fast and focused!

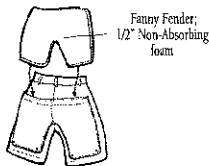
Breaker Shorts: Nylon: \$65.00

Optional Fanny fender: \$9.95

Size: 26-44

Color: Khaki, Red, Royal, Navy, Teal/Navy, Khaki/Navy, Surprise

**1-800
666-3616**



Sailing Angles Inc.

P.O. Box 331725 • Miami, FL 33233, USA
1-305-666-3615 • Fax: 305-661-5551

FLEETS IN

(Continued from page 21)

1994 FLYING SCOT OPEN HOUSE REGATTA

Flying Scot Fleet 23 • Corinthian Sailing Club
White Rock Lake • Dallas, Texas • October 22, 23 1994

CHAMPIONSHIP DIVISION:

Pos.	Skipper	Crew
1	Kelly Gough	Heidi Gough
2	Richard Wade	Madison Barnhart
3	Kelson Elam	Granny Dees
4	Tom Miller	Lisa
5	Roland Foerster	Bonnie Foerster

CHALLENGER DIVISION:

Pos.	Skipper	Crew
1	Ed Lockey	Lisle Eddy, Bruce Faust
2	Frank Richards	Ford Yandell
3	Michael Mittman	Bob New
4	Steve Comen	Rene Comen
5	Julian Nihill	

July at Rush Creek Yacht Club will be memorable. Make your plans now to attend.

RESULTS:

Richard Wade, Madison Barnhart	First
Tommy Miller, Lisa Robinson	Second
Pat Manicchia, Trey Andrews	Third

OPEN HOUSE REGATTA

by Joni Seifrck

This year's Open House Regatta in Dallas, Texas was October 22nd-24th. As you might have seen on the weather maps recently, we've been deluged by rain and thunderstorms. Houston has had the worst of it, but many have also meandered through northern Texas. Thursday night and Friday we had several storms, with tornadoes in the area. When this happens, our lake floods and fills up with debris from the northern suburbs. (Remember, we're not sailing on White Rock for the NACs, they're being held at Rush Creek YC, on beautiful Lake Ray Hubbard.) Friday night's welcoming party had to take place in the parking lot because the clubhouse was two feet under water. Several daring rescues were made by Steve Comen and Kelly Gough when moored boats broke loose, or board boats floated off their docks. We were very happy to greet the Dees family,

many boats from Wichita Falls, Graham Hall and Mary Ellen, and Bill Voegler from Illinois and let them scramble around in the mud for a while. The rain stopped long enough for the lake to subside, and races were scheduled for Saturday morning.

Many volunteers were down at the dock cleaning up in true Corinthian style, and the club was regatta ready by 10:00 for the skipper's meeting. Unfortunately, after such a big front moves through our area, there is no wind for a while. Saturday's winds were non-existent. We managed two races, and a wonderful Texas steak cookout that evening.

Sunday's winds were not different from Saturday. We raced one more race in very light air. This was not the best racing we've ever had for the Open House, but everyone that came managed to have a fun trip. (Remember, we're not sailing on White Rock for the NACs this summer!) We're always overjoyed to welcome people to travel to White Rock to sail with us. As we said many times during the weekend, "You always get a good story to tell back home when you travel to Texas!"

FLYING SCOT INVITATIONAL REGATTA

On July 16, and 17, 1994
Mariches YACHT CLUB HOSTED ITS

(Continued on page 21)

FLEETS IN

(Continued from page 22)

FIRST FLYING SCOT INVITATIONAL REGATTA that I envision may become an annual Long Island summer event, and if the first year's turnout is any indication, 29 boats, then I know the Regatta will be a continued success. As an added bonus for next year, I guarantee some wind, which is just

about the only ingredient that didn't appear.

Speaking of appearing, and then disappearing over the horizon, was Ira and Cathy Cohen who won the regatta with five straight aces. In any event, competition for the other positions was close, with boats competing from all over. Thanks to the Hunters, following the races Saturday, a dinner/dance was enjoyed by all. Special thanks

also to Regina, our MYC Sailing Chairman and Paul Runyan the Race Committee Chairman for arranging the regatta and the Race Committee, Linda and Ken Macheridge, the Kisperts Marylyn and Val, Mike and Jim and everyone else who made the John Sprague Memorial a great success.

Race results were as follows:

FS INVITATIONAL RACE RESULTS

Place	Boat #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	4343	Cohen	0.75	0.75	0.75	0.75	0.75	3.75
2	4950	Schnayer	8.00	2.00	2.00	8.00	2.00	22.00
3	4393	Rich	16.00	3.00	4.00	5.00	9.00	37.00
4	4938	Diresta, Tony	9.00	12.00	8.00	4.00	4.00	37.00
5	4501	Kaiser	3.00	17.00	5.00	13.00	7.00	45.00
6	2108	Feldman	19.00	10.00	9.00	3.00	5.00	46.00
7	1101	Mockridge	6.00	14.00	3.00	7.00	8.00	46.00
8	4825	Sweeney	2.00	13.00	6.00	6.00	23.00	50.00
9	2001	Passarello	5.00	18.00	7.00	11.00	10.00	51.00
10	4814	Cohfill	12.00	24.00	10.00	2.00	3.00	51.00

You Are Invited to the XXVII Annual Juby Wynne Memorial One Design Regatta — Memorial Day Weekend

*Also, the Flying Scot Southern Regionals
will be held on this weekend*

Saturday, May 27, 1995

8:30 -11:00 Registration
11:00 a.m. Skippers Meeting
12:30 p.m. Start of 1st race
6:30 p.m. Beer Party
7:00 p.m. Seafood Boil &
Entertainment

Sunday, May 28, 1995

10:00 a.m. Start of races back to
back.
2:30 p.m. Trophy Presentation
Minimum of 4 boats to
a class.
5 races scheduled.
NO THROWOUT RACE

ADVANCE REGISTRATION: All classes \$15.00 (\$10.00 if USSA Member)
After May 25th All classes \$20.00 (\$15.00 if USSA Member)

The Winner of the class having the largest participation will be presented the
Commissioner General's Trophy.

ONE DESIGN REGATTA

Please return to: Southern Yacht Club,
105 N. Roadway Drive,
New Orleans, LA 70124

Class: _____

Boat # _____

Skipper: _____

Sail # _____

Boat Name: _____

Phone # _____

Yacht Club: _____

Crew: _____

**ADDITIONAL ENTRY FORMS AVAIL-
ABLE IN THE CLUB OFFICE**

STARTING LINE

May 6 and 7, 1995 GREAT 48 REGATTA Lake Norman Yacht Club

Fleet 48

This is the first spring Scot regatta in the Southeast and draws excellent competition. We are located just North of Charlotte NC, and expect great weather at this time of the year. For those of you who will be coming back for the Wife/Husband Regatta on Memorial Day Weekend, you may leave your boat for the interim. For more information please call Don Smith (704) 788-8532 or Larry Vitez (704) 568-1334.

1995 WIFE/HUSBAND CHAMPIONSHIP Lake Norman Yacht Club Charlotte, NC

Memorial Day Weekend— May 26 - 28, 1995

Please see Jan./Feb. issue of Scots for NOTICE OF RACE and PRE-REGISTRATION FORM. Note these corrections: Senior Division ages are as stated on the pre-registration form. Under directions—"from the North take I77 South to exit 36 (not 26)." For more information contact:

Marti Worthen
220 Epping Road
Clemmons, NC 27012
Tel:(910) 766-9042

JUBY WYNNE MEMORIAL ONE DESIGN REGATTA

Flying Scot Southern Regionals

Held on Saturday, May 27, 1995 and Sunday, May 28, 1995. We will attempt five (5) races.

For more information please call Southern Yacht Club, New Orleans, LA (504) 288-4221.

DOUGLASS/ORR INVITATIONAL REGATTA

June 3 & 4, 1995

Second Annual Invitational Regatta at New Haven Yacht Club, New Haven, CT. Hosted by Fleet 177. It is the largest protected body of

water on Long Island Sound, with fantastic sea breezes.

Open to all Flying Scots & Thistles
"IT DOESN'T GET ANY BETTER"

Contact Forest Rogers
203-775-0665 (Phone)
203-740-8810 (Fax)

June 17 & 10 CAPITOL DISTRICT CHAMPIONSHIP

Fishing Bay Yacht Club, VA

Fleet 103 will again host the Capitol District Championship Regatta at Fishing Bay Yacht Club in Deltaville, Virginia. Everyone is invited to the district's premier event. Sailed on the beautiful Piankatank River. Save with early registration (before June 1st). Contact Max Aldredge, Fleet Captain, for details (804) 360-4919 (H) or (804) 527-5476.

BERLIN YACHT CLUB ANNUAL REGATTA

June 17 & 18

Camping and RV hookup at the club house, open to Highlanders, Thistles, and Flying Scots, three races Sat. and Sun. Welcoming party Friday night. \$15.00 advance registration, \$20.00 on race day. For information or advance registration write to:

Dick Frankland
4134 Lockwood Blvd.
Youngstown, Ohio 44515
(216) 782-9648

MIDWEST DISTRICT CHAMPIONSHIPS June 23, 24, 25, 1995

Clinton Lake, Clinton, IL

Everyone's welcome to come and race the scheduled 5 race regatta. It will be hosted by Fleet 135 and hopefully will be just as much as their other annual regatta the "Glow." Camping available, great food, great trophies, and a great way to "Warm Up" for the Glow. Contact Bill Vogler (O) (309) 438-8335; (H) (309) 663-0576.

GREATER NEW YORK DISTRICT CHAMPIONSHIP REGATTA

Hosted by Fleet 142 at Sprite Island Yacht Club, E. Norwalk, CT on June 24 & 25, 1995. Five races planned. Dinner Saturday night. Contact Joe Gulick at (203) 438-2440 or Harry MacLaughlin at (914) 232-5735.

June 24-25, 1995 PIG ROAST REGATTA

Cowan Lake • Wilmington, Ohio

Flying Scot Fleet 1 invites you to join us for our annual Pig Roast Regatta. This event is sailed in 2 divisions beginning on Sat. morning and features a picnic and party on Sat. night. Great racing, good food, and fun. Come join us. Contact Barry Buckley (606) 331-2701 or Dick Dage (513) 984-3097.

July 29-30, 1995 NEW ENGLAND DISTRICT CHAMPIONSHIP

Sandy Bay Yacht Club Rockport, MA

Fleet 11 extends a warm invitation to Flying Scot sailors for a fun weekend filled with friendship, good food and great racing. Bring your family along and enjoy a weekend in scenic Rockport, MA.

For more information, please contact: Jennifer Montello, 48R Beach Street, Rockport MA 01966, (508) 546-9704.

45th HARVEST MOON REGATTA

Atood Yacht Club Dellroy, Ohio

September 9 & 10, 1995

Flying Scot, Thistle, Highlander, & Lightning classes. Sunfish class for Juniors only. Camping and lodging available. Contact Debby Stipkovich: (216) 456-2100 (days), (216) 499-7391 (eves) or Flo Lauffer (216) 343-2564.

Caveat Emptor

FS 1355 — Customflex, white hull w/white deck. Waco 360, all Harken blocks, jib seat cleating, shimmed centerboard trunk, mast hinge, fiberglass boot for mast, 6:1 internal out-haul, 8:1 vang and 2:1 spinnaker pole topping lift led aft, rudder kick up, spinnaker seat pockets. Ready to go fast w/good race record. No trailer. \$2000. South shore of Long Island, NY. Joel Schneyer (516) 944-9171.

FS 1993 — Douglass. White hull, blue trim. Harken core rigged, recently rerigged, two suits sails/spinnakers. Many extra accessories. Protected dry land stored since 90. Asking \$3,300. Contact Mike Davison (801) 647-9050. Boat located in CT.

FS 2698 — Customflex white hull & deck — \$3,300.00. Good condition. Includes trailer, sails, spinnakers, motor maint., aluminum pole & lifting bridle. Dry sailed. Boat is in Jackson, MS. Will bring to the Mid Winters. Call Bo Palmer 601-353-4560 Days, 601-856-0790 Nights.

FS 3301 — Douglass, good condition, white hull & deck; 2 suits main/jib/spinnaker. Sailors' Tailor cockpit cover replaced. Dry sailed half its life; all in Ohio; inside stored. Trailer w/tongue jack & winch. \$4000. Call Jim Wiggin, (419) 756-5168 (H); (419) 522-2833 (O).

FS 4162 — Seldom sailed but race-rigged, white hull & deck, Schurr sails including spinnaker, new skirted cover, new trailer wheels & tongue jack, all Harken blocks, CB swivel cleat, high ratio vang, all in excellent condition. \$5500. Art Menke (803) 579-1437.

FS 4228 — Ivory hull deck, red stripe. Schurr sails. Jiffy reefing, motor mount, tent boat cover, transom port, flotation bag, anchor, PVC tarp, stored inside over winter. Trailmaster trailer. Boat and trailer were new in 1993. Dry sailed, never raced. Like new condition \$8,500. MFR's serial #GDB03502J293, sail #4228. Contact Don Yoder, Bloomsburg, PA (717) 356-2180.

FS 4372 — Blue deck on white hull, Harken blocks, Harken jib roller furling system, jiffy reefing, mast hinge, Schurr windowed sails, Spinnaker w/pole, bow flotation bags, compass, motor mount, and Tee-Nee Trailer w/spare tire. Dry sailed lightly. Boat near Seattle. Contact Ron Nelson (509) 656-2256. \$6500.00

F.S. 4455 — Cream, excl. cond. - North and Schurrs. 10,1 vag. jib seat cleating, rigged to race, many extras. Bracket and 2 Hp. Mariner. Tee Nee Trailer \$7200. Paul and Ann Musto. (617) 383-0401.

FS 4585 — 1989, white hull and deck, blue cove stripe. Main and jib, Clinometer, Transom motor mount (not installed), canvas full deck cover, galvanized trailer. Used in fresh water only. \$6,000.00 or best offer. Vic Montivirdi, (603) 894-3921 (work) or (603) 526-4942 (after 4 pm).

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

Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

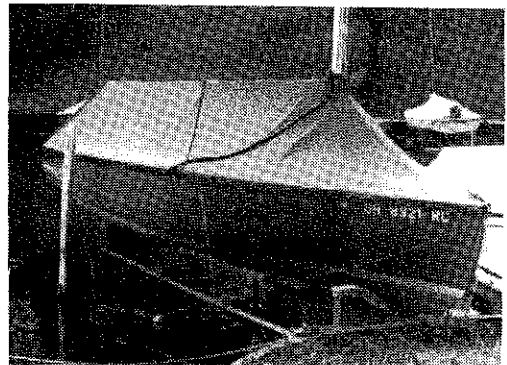
Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you're ready for a new boat cover, choose the quality standard of the industry... a cover by *The Sailors' Tailor*.



The Sailors' Tailor

191-FS Bellecrest, Bellbrook, OH 45305



6 STYLES:

MOORING FROM \$343

FULL DECK COVER OVER THE BOOM
(PICTURED)

TRAILING/MOORING FROM \$301

FULL DECK COVER FOR TRAILING &/OR
FITS WITH MAST UP

SKIRTED FROM \$390

BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM \$218

BOOM TENT THAT COVERS FROM MAST OF
TRANSOM

BOTTOM COVER \$280

SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

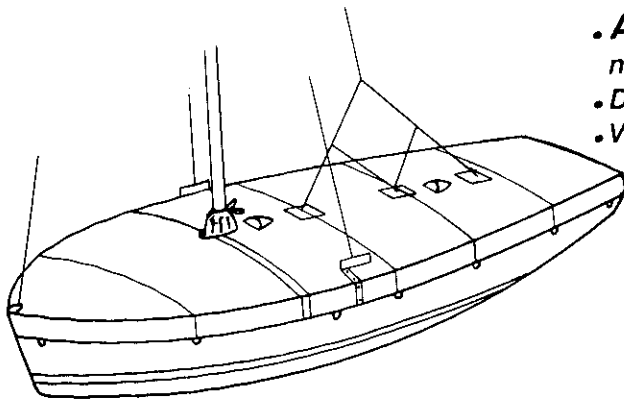
INVEST IN THE BEST!

VISA/MC ORDERS CALL
SANDY: (513) 862-7781

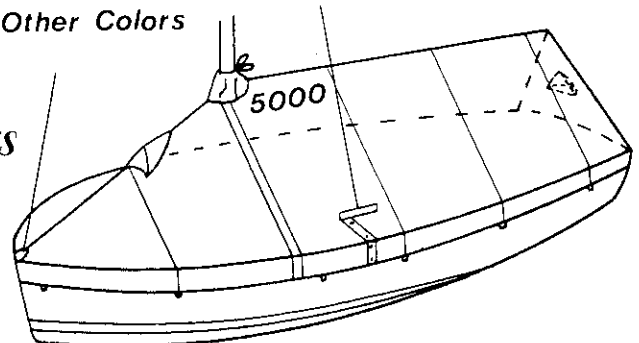
FLYING SCOT NEW MEMBERSHIP

FLEET #	BOAT #	NAME	ADDRESS	CITY	STATE	ZIP
Capitol District						
42	3956	Bruce Pumphrey	1690 Wickham Way	Croft	MD	21114
97	4166	F. David Meehan	7420 Lakeview Rd., Apt. 404	Bethesda	MD	20817
Carolinas District						
	0521	Bill Miles	Box 279	Duck	NC	27949
27	3822	Bill Thorp	214 McCauley St.	Chapel Hill	NC	27516
78	0620	Joe Brake	PO Box 1093	Beaufort	NC	28516
Greater NY District						
10	3572	Frank Castellano	PO Box 314	Center Moriches	NY	11934
24	C00641	Michael McCarthy	117 Stony Hill Village	Brookfield	CT	06804
173		Bill Flynn	20 Alexander Avenue	Blue Point	NY	11715
173	0337	Charles Huberman	52 Wilshire Lane Apt M-3	Oakdale	NY	11769
Gulf District						
	2698	Bo Palmer	PO Box 4587	Jackson	MS	39296
		Bud Thurman	124 Booker	Little Rock	AR	72005
Mich.-Ontario District						
34	2244	Joe Moore	7610 E. S.R. 120	Fremont	IN	46737
148	3691	Douglas T. Smith	33 Havenbrook Blvd.	Willowdale, ONT	CN	M2J 1A3
Midwestern District						
83		Heron E. Pena	215 Rio Vista	St. Charles	MO	63303
New England District						
	2658	Edward R. Mockler	10 Tahanto Road	Worcester	MA	01602
N.Y. Lakes District						
35		Edward M. Farris	PO Box 561	Bemus Point	NY	14712
104	3634	Stephen A. Hoffman	34 Middleburg Road	Orchard Park	NY	14127
161	4407	Clark Cooper	2213 Lynnwood Dr.	Schenectady	NY	12309
Ohio District						
	0347	William C. Davis	290 Highgate Ave.	Worthington	OH	43085
	3656	Conrad & Nancy Bures	2935 Seminary Dr.	Greensburg	PA	15601
1	2356	William K. Flynn	4166 Ashley Oaks Drive	Cincinnati	OH	45227
Pacific District						
40		Jesse Wells	5150 Spyglass Hill Road	Las Vegas	NV	89122
Texas District						
23		Ford Yandell	4433 Stanhope	Dallas	TX	75205
67	1938	Richard W. Bullock	8375 Royal Turf Circle	Boerne	TX	78006
Florida District						
90	1452	Georgette Sosa Douglass	1004 North Rio Vista	Fort Lauderdale	FL	33301
44	4843	George V. Carey	16916 Timberlakes Drive	Fort Myers	FL	33908

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	\$ 284.00	294.00	308.00
Flat Full Side	376.00	391.00	411.00
Tent 6" Skirt	325.00	330.00	345.00
Tent Full Side	418.00	431.00	452.00
Sail # Installed	25 ⁰⁰		

CHRIS ROOKE
901-744-8500

Check in advance - no UPS
MC, Visa, AmEx - add UPS

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111



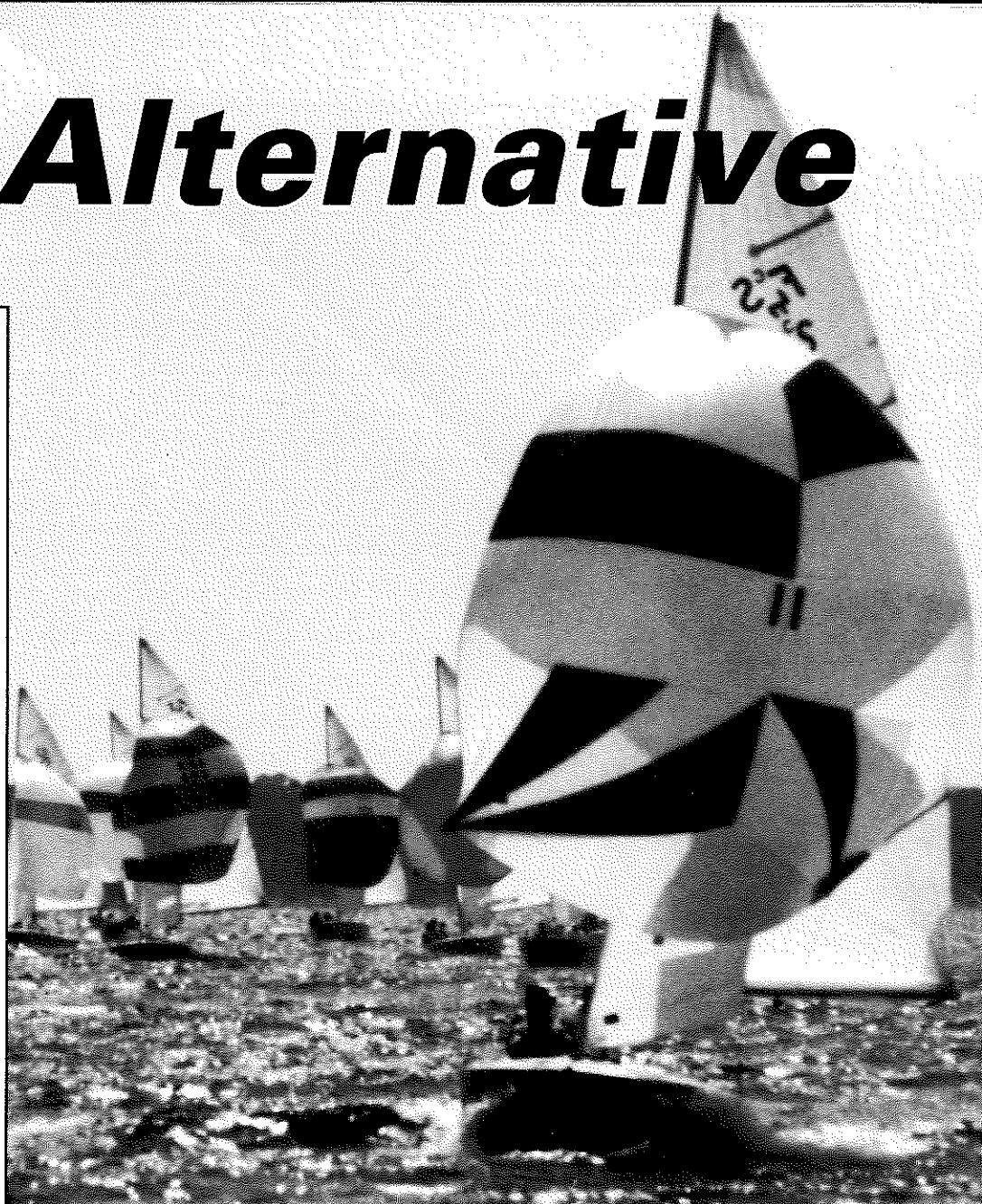
The Alternative

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 Steiffel with
 Bubby Eagan
 crewing dominated
 this years
**North American
 Chapiionships,**
 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

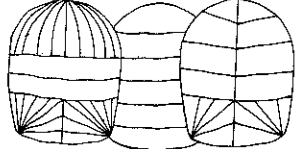


Schurr Sails

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 \$896	<input type="checkbox"/> Spinnaker Triradial/Biradial \$450	<input type="checkbox"/> Telltale Window each \$10
<input type="checkbox"/> Main \$629	<input type="checkbox"/> Spinnaker Crosscut \$350	<input type="checkbox"/> Vision Window each \$15
<input type="checkbox"/> Jib \$267	<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	<input type="checkbox"/> Jib Batten Window \$15.00

Price includes bag, battens and royalty.
 Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

Mark Colors On Diagrams



TRIRADIAL CROSS-CUT BIRADIAL

- SPINNAKER COLORS**
- Black
 - Grey
 - Natural
 - Purple
 - Lt. Blue
 - Ocean Blue
 - Green
 - Dk. Blue
 - Red
 - Orange
 - Coast Gold
 - Yellow
 - FL-Yellow
 - FL-Green
 - FL-Pink
 - FL-Orange
 - FL-Raspberry



Pensacola Loft
 490 South 'L' Street
 Pensacola, Florida 32501
 904.438.9354 / Fax: 904.438.8711

Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt Colors: Red, White, Blue Sizes: S, M, L, XL, XXL with Boat # with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (Shipping & Handling included)	\$1.50	
Merchandise Total			
Add Shipping & Handling (\$1.50 per item)			
Subtotal			
Total Amount of Sale			

SHIP TO: (Please Print)

NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 Telephone Number (Daytime) _____
 Method of Payment: Mastercard Visa Check (Payable to FSSA)
 Credit Card Number _____ Expiration Date _____

Signature _____

Mail Order Form To: Flying Scot® Sailing Association
 3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST
 Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

MY ADDRESS LABEL IS NOT CORRECT

Name _____
 Street _____
 City _____
 State/Zip _____

Change: Temporary Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scot® Sailing Association
 3008 Millwood Avenue
 Columbia, SC 29205

Second Class
 Postage
PAID
 Columbia, SC
 29201

District Governors

CAPITOL DISTRICT

Robert J. Post, Jr.
 HC 72, Box 581 Lake of the Woods
 Locust Grove, VA 22508
 (703) 972-7134

CAROLINAS DISTRICT

William B. Ross
 178 Woodstream Rd.
 Mooresville, NC 28115
 (704) 664-9511

FLORIDA DISTRICT

Thomas C. Hudson
 986 Haas Ave. NE
 Palm Bay, FL 32907
 (407) 727-5117

GREATER NY DISTRICT

Joseph J. Gulick, Jr.
 193 Wilton Rd. West
 Ridgefield CT 06877
 (203) 438-9779

GULF DISTRICT

Dan Kolenich
 4 Navy Lane
 Spanish Fort, AL 36527
 (205) 626-7175

MICHIGAN-ONTARIO DISTRICT

Douglas P. Christensen
 9215 McGregor Rd.
 Pinckney, MI 48169
 (313) 426-3510

MIDWESTERN DISTRICT

Bill Vogler
 1902 E. Taylor Drive
 Bloomington, IL 61701
 (309) 438-8235

NEW ENGLAND DISTRICT

Gary C. Powell
 PO Box 2061
 Duxbury, MA 02331
 (617) 934-7320

NY LAKES DISTRICT

Peter Seidman
 33 Huckleberry Lane
 Ballston Lake, NY 12019
 (518) 877-8731

OHIO DISTRICT

Michael Cullen
 1169 Three Forks Drive S
 Westerville, OH 43081
 (614) 860-5516

PACIFIC DISTRICT

Charles A. Bencik
 4380 Charger Blvd.
 San Diego, CA 92117
 (619) 565-2715

PRAIRIE DISTRICT

Graham M. Halli
 1047 Porter Street
 Wichita, KS 67203
 (316) 267-9235

TEXAS DISTRICT

Robert Harrington
 3721 Lariat Lane
 Garland, TX 75042
 (214) 276-1954