

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION VOLUME XXXVIII NUMBER 4 JULY/AUG 1995



Sailing the Midwinters 1995



We Have Met The Competition

And He Is Us.



Midwinter Champions, John Clark and Taylor Smith (below) edged out George Fisher, Tom Emch and Laura Milne (left) and Dan Neff with father Bob (right), for top honors at the 1995 Flying Scot Midwinters. Fisher and crew finished 2nd and the Neff's rounded out the top three.



A near North sweep at the 1995 Flying Scot Midwinters (1, 2, 3 and seven out of the top ten), showed us that North was once again, its own toughest competition.

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Flying Scot® Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860

PRESIDENT

David P. Jacobsen*
375 Old Sherman Hill Rd.
Woodbury, CT 06798
(203) 263-0769

FIRST VICE-PRESIDENT

Thomas C. Hudson*
986 Haas Ave., N.E.
Palm Bay, FL 32907
(407) 725-3008

SECOND VICE-PRESIDENT

Terry Dees-Kolenich*
4 Navy Lane
Spanish Fort, AL 36527
(205) 626-7175

COMMODORE

Bernard A. Knight*
460 Inverness Court
Hudson, Ohio 44236

SECRETARY

John Pridmore*
829 Soundview Drive
Mamaroneck, NY 10543
(212) 684-3100

IMMEDIATE PAST COMMODORE

Lawrence W. Taggart, Jr.*
5809 Memphis St.
New Orleans, LA 70124
(504) 482-7358

TREASURER

Daniel Goldberg
342 Middlegate Drive
Bethel Park, PA 15102
(412) 831-1042

FSSA MEASURER

Robert J. Neff
1032 Old Turkey Point Rd.
Edgewater, MD 21037
(410) 798-4146

EDITOR, SCOTS n' WATER

Lynne 'Sunshine' Hartman
P.O. Box 1066
Champaign, IL 61824-1066
(217) 355-1220

DESIGNER (deceased)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Eubanks
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646

*Denotes Executive Committee Members

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Scots n' Water

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EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587 **LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrup.

COVER: *Sailing the Midwinters 1995.*

At The Helm

by Dave Jacobsen, FS 4937 President

In a short time span of three months, four excellent sailors, one an America's Cup competitor, another the 1989 Rolex Yachtsman of the Year and two others with superb sailing credentials lost their lives sailing. There could have been additional loss of life when one Australia broke apart and when France Two lost her ballast bulb and keel. I was extremely upset when my close friend Jack Orr lost his life while at a regatta, however now I realize that something can be learned from these tragedies. I wish to address sailing with safety in mind. This has become my number one priority. Here are some suggestions: check out all the equipment on your boat. Include all running gear, shrouds forestay, halyards, etc. Install an air bag in the bow and one or two 4 to 5 inch tran-



At the helm.

som ports a must. Also, a boarding or step ladder is important. Have you ever tried retrieving a person overboard without one? When sailing or

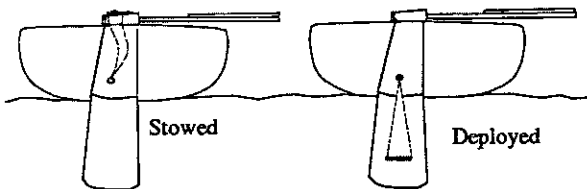
racing keep all unnecessary gear stowed away from the operating area of the boat, also, know where all items are stowed, whether it be a fid, crank handle or a protest flag. What good is this stuff if you can't find it?

The following is something I strongly suggest: In our boat, if one person chooses to wear a life jacket then we all wear life jackets. Imagine this . . . there are three of you in the boat, two wearing life jackets with you choosing not to. The boat capsizes, you are hit in the head by the boom as she goes over. You are semiconscious and been tossed out of the boat. You are drowning, the two others are also in the water. They want to rescue you but are having difficulty removing their life jackets. Need I say more? I believe in the "all or nothing" rule. Go for it! Many articles have been written about righting your Scot, connecting a towing bridle, etc. Please review them. If you don't have this information, give FSSA Headquarters a call and see if they have information that can help you. I look forward to hearing from you for additional input. Safety is a concern to us all!



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Patent pending

LETTERS TO THE EDITOR

Dear Editor:

Here is a contribution if you allow such things in Scots n' Water. My boat 1756 is named TACKY LOVE (Fleet 35, Chautauqua Lake, N.Y.) after this poem:

TACKY LOVE

Today my heart is filled with sadness
and remorse,
My True Love's gone, there's no
recourse.

Sweet memories are mine; that form in
sweet repose —

Her curves inspired an artist's pose.
When stirred, red blush and tinkling
necklaces regaled

Her body, heaving, well detailed.
She's slipped away with me on trips
without my wife,

She's heard the secrets of my life.
Parting, as I gazed back along the
green moist path,

I knew she'd share another's laugh.
She'll not be mine for joyous play,
I sold my sailboat love today!

Don Davis

Dear Editor:

This was written to Bernie Knight on the occasion of his moving to Ohio and leaving Carlyle where we have greatly appreciated his fellowship and help. We will miss Bernie.

GOOD KNIGHT

There once was a sailor named
Knight,

Whose fun is a yacht race or fight.

He heads for the pin;

To be late is a sin;

And crossing the fleet is a sight.

His Scot is well balanced and fast.

There's seldom a race when he's
passed.

He talks to his crew.

He misses his Sue.

But Barb is respected, not sassed.

Their chute work is careful and
pretty.

The tactics and choices are gritty.

The pole is up high,

She won't let it sky.

His orders for dousing are witty.

He calls for more speed on the beat.

The yachts coming round causing
heat.

His sail must be flat.

On the boom he has sat.

The rest of the race was defeat.

If you're wanting more lines, that's
tough.

Cause once a Knight is enough!

Paul Moore

Dear Editor Hartman:

I am purchasing a Flying Scot that I would like to store on my floating dock. Unfortunately, I cannot use the hoist device sold by Midwest Aquatics because my dock floats in tidal water that leaves the dock on the mud twice a day (low tide) and floats eight feet above the bottom of the harbor at two other intervals of the day (high tide). The surface of the dock is twelve inches above the surface of the water.

If anyone knows of any method of hauling or hoisting a Flying Scot onto a floating dock for overnight storage under these circumstances, please call me (or send me a fax) at 203-637-8285. I have already spent considerable time trying to solve this problem, and I would appreciate any and all information that Scots n' Water readers could provide.

John F. Barry

Dear Editor:

I am writing in response to the letter from Harold Bauer. Ron Fiedler, and Dick Lilley in the November/December '93 issue of Scots 'n Water. Their letter raised the problem of getting people back into a Flying Scot after a capsizes.

Mssrs. Bauer, Fiedler, and Lilley are right to be concerned. It is very difficult for someone to climb into a Flying Scot unaided. A Scot is one of the largest dinghies one can capsize, and it has a high freeboard. However, a Flying Scot is no more dangerous than most other boats. No boat is easy to climb back into without help, especially when the crew is weakened by cold water or is in less than prime physical condition.

There are several steps skippers can take to ensure their own safety and the safety of their crew in the event of a capsizes.

1. Make sure your boat is equipped with a safety line across the stern. Class rules require this. Although climbing into a Scot using the safety line is difficult, it is easier than climbing into a Scot without using a safety line.

2. Wear your PFD whenever the wind is strong enough to cause a capsizes, or whenever the water or air temperature is cold. A PFD is important not just to keep you afloat, but also to help you conserve your strength. Additionally, when someone in the water is wearing a PFD, that person can be pulled into a Scot more easily, because a person who is already in the boat can grab the shoulder straps of the PFD, and because the bouyant power of the PFD makes the person lighter.

3. Review proper capsizes procedure with your crew. The ideal capsizes recovery procedure is as follows:

A. The skipper must make sure everyone is uninjured and not tangled in the rigging or trapped under the sails. Shout "Are you OK?" to the crew. Once they answer "yes," proceed to right the boat.

B. The skipper should immediately swim around the stern to the centerboard, grab it, and hang on to it to keep the boat from turtling.

Some skippers swim under the boat to save time. This is difficult with a PFD on. If you do try this, be sure not to tangle yourself in any lines.

C. The crew should stay on the side where the mast is, treading water between the boom and the deck. As the skipper hangs on the centerboard to prevent turtling, the crew uncles the vang and all the sheets in order to prevent a re-capsizes. The crew must not try to climb into the boat, which will cause the Scot to turtle.

D. The skipper checks to make sure the crew is ready for the boat to

(Continued on page 6)

Master and Senior Trophies

The Master's Trophy shall be awarded to the skipper, whose age is 55 years or older, having the best score in the NAC.

The Senior's trophy shall be awarded to the best scoring skipper competing in the Senior's series. The Senior's series shall be held at the same time as the Challenger series

but scored separately. The best three finishes in the series shall be used to score. To compete in the Senior's series, a yacht's skipper plus one crew shall equal at least 120 years in age. Each Senior skipper must declare his or her intention to compete in the Senior's series at the time of registration. A Senior competitor

need not complete the elimination series to compete in the Senior's series but may if wished. Should a Senior sail the elimination series and "make the cut" that Senior may elect to compete in the Championship series but not the Senior's series. A Senior's competitor shall not be eligible for Challenger trophies.

Letters to the Editor

(Continued from page 5)

be righted. The crew should grab the base of the shroud and a line from the cockpit, but remain floating in the water, with the water supporting all the crew's weight, so as not to exert downward pressure on the boat.

E. The skipper now exerts enough pressure on the centerboard to right the boat. This can be done by climbing all the way up on the centerboard, but usually it is enough to simply begin to climb up, and the boat will begin to right.

F. This is the key part: as the Scot begins to right, the crew should not attempt to climb in until the Scot is well on its way up. Then, when the boat is almost all the way up, the crew should pull on the line and the shroud so that

the crew's shoulders and chest are in the boat. Once the Scot is upright, the crew can easily wiggle the rest of his body into the boat.

G. The skipper is still in the water next to the boat. The crew should immediately grab the skipper by the shoulder straps of his PFD and pull the skipper into the boat. If any other crew remain in the water, use the same shoulder strap grab to pull them into the boat.

The best thing about this technique is that when the boat is righted, one crew is already in the boat. Also note that this technique is much easier if skipper and crew are both wearing PFDs.

Obviously, the roles of "skipper" and "crew" can be reversed. Also, the timing of step F is crucial and takes practice. So . . .

4. Practice capsizing with your crew. Pick a warm day with warm water and little wind. Tie several empty detergent bottles to the mast top to prevent turtling. Everyone must wear a PFD. Capsize the Scot while sailing on a reach by leaning out from the leeward shroud and pulling the boat with you. Have a friend in a motorboat nearby in case you need help. Practice righting the boat and pulling the crew back in as described above.

Every skipper is responsible for the safety of his or her own crew. The race committee or crash boat will not always be there to rescue you. It is common sense that you should never sail in conditions where a capsize is possible unless you and your crew are competent at capsize recovery.

Jay Lott
FS 427

LETTER FROM THE EDITOR

Once again I am extremely pleased and thankful to Gary Powell, District Governor for the New England District and Dan (Gulf Governor) and Terry Kolenich (2nd Vice President FSSA) for all their help in writing and gaining contributions to Scots N' Water. GREAT JOB!

I almost hate to mention this and I really never thought the day would come but... Since we have started running district highlights the response has been wonderful, please don't stop... However I have had to change the schedule for upcoming issues. I will not and cannot say that too much

is being sent but rather the groupings I originally started with have created a space problem.

It's a rather unusual problem to have to decide what to put into an issue (but it's great) but I do hate to

hurt anyone's feelings or to run my budget over to print more pages.

Keep up the good work everyone and continue to write me your comments and suggestions. I love hearing from you all.

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
August 15, 1995	November/December '95	TEXAS
October 15, 1995	January/February '96	CAROLINAS
December 15, 1995	March/April '96	PACIFIC
February 15, 1996	May/June '96	FLORIDA
April 15, 1996	July/August	PRAIRIE & CAPITAL
June 15, 1996	September/October '96	N.Y. LAKES
August 15, 1996	November/December '96	OHIO
October 15, 1996	January/February '97	MIDWEST
December 15, 1996	March/April '97	NEW ENGLAND
February 15, 1997	May/June '97	MICHIGAN/ONTARIO & GREATER NY
April 15, 1997	July/August '97	GULF
June 15, 1997	September/October '97	TEXAS

Chief Measurer's Report

1995 Midwinter Meeting

The committee recommends the following CMR's for ratification by the governing board. These recommendations are part of a continuing review to bring the rulings in line with what has come into common use.

1. CMR #56 requires revision since it limits the purchase of the main sheet to a maximum of 3:1. The boats, as delivered from the factory, have a 4:1 purchase on the main sheet. It's clear from the official plan that the boat was designed with a 4:1 purchase on the main sheet. Hence the CMR needs to be rewritten as follows.

56. The "double block" and "single block with becket" referenced in Article S-III-5.a (MAIN SHEET) provide the maximum 4:1 purchase power permitted. It therefore follows that anyone using 3:1, 2:1 or 1:1 systems may

replace these blocks with the appropriate blocks installed in the prescribed locations. (March 1995)

2. There is no CMR allowing the use of an adjustable forestay extender. The specified lengths for the "bow toggle cable turnbuckle assembly-forestay" and the forestay do not allow you to rake the mast to 28 ft. 6 in., as is the current accepted practice. This has required some sort of forestay extender to be used. While a fixed length extender could be used with fine adjustments made with the existing turnbuckle, the practice has been to install an adjustable extender above the deck. This device needs to be covered by a CMR. The question becomes what type(s) of adjuster(s) should be allowed. The most common and least expensive is the channel with multiple holes and clevis pins. Other types of extenders

include screw-type or lever-type devices. The CMR as drafted would only allow extenders that use the basic clevis pin adjustment, ie. no "simple machines" would be allowed.

CMR: The use of an adjustable forestay extender is permitted. This device shall consist of a channel or 1 or more stainless steel plates / straps with holes that allow adjustment by the repositioning of a clevis pin. Adjustable extender devices with threads or levers are not permitted. (March 1995)

Article B-II-10 - Chartering

Add following "Chartering:" "A character is anyone sailing a non-owned or partially owned boat (except for club boats as prescribed in Article B-II-9). Token purchasing of a boat is prohibited."

Add to the end of this paragraph: "..., and must be done through the Association."

Another Milestone:

by Harry E. Carpenter,
President, Flying Scot, Inc., FS 5019

July 1957 - The first Scot is launched into Lake Erie.

July 1959 - Flying Scot 100 is launched.

July 1966 - Flying Scot 1000 is constructed and raffled off to benefit the United States International Sailing Association.

July 1971 - Flying Scot 2000 is delivered to then FSSA President Bearn Smith.

July 1977 - Flying Scot 3000 is presented to Sandy Douglass by builders Eric and Mary Ammann of the Gordon Douglass Boat Co.

March 1984 - Flying Scot 4000 is delivered to Ralph and Ethel Manee.

May 1994 - Flying Scot 5000 is delivered to former FSSA President, E. Paul Moore.

This impressive list of "Milestones" has not been reached without the dedicated service of countless individuals. What started as a figment of Sandy's imagination has grown into a leading one-design family daysailer/racer. At a milestone such as this, it is important to reflect on what course has brought us to the success we enjoy and use this to lay out our course for the future.

The Flying Scot design is incredibly versatile. Comfort, stability and simplicity for the family are combined with planing performance for the racer. Sandy truly created the Flying Scot as the boat for all reasons with the firm belief that "the more specialized anything becomes the fewer there will be to enjoy it." Sandy indoctrinated the early members of the

FSSA with this philosophy so that it became the foundation for the FSSA Constitution, By Laws and Specifications. He wrote countless articles for Scots n' Water that touted his firm belief in the necessity of keeping the Flying Scot truly one-design.

Today we are faced with ever increasing pressure to make changes to suit individual convenience. While each of these changes alone may seem insignificant, together they threaten the simple, one-design nature of the boat. It is important for Scot owners to rededicate themselves to the successful philosophy of the past and work to maintain the simplicity of the boat. This can not be accomplished with-

(Continued on page 8)

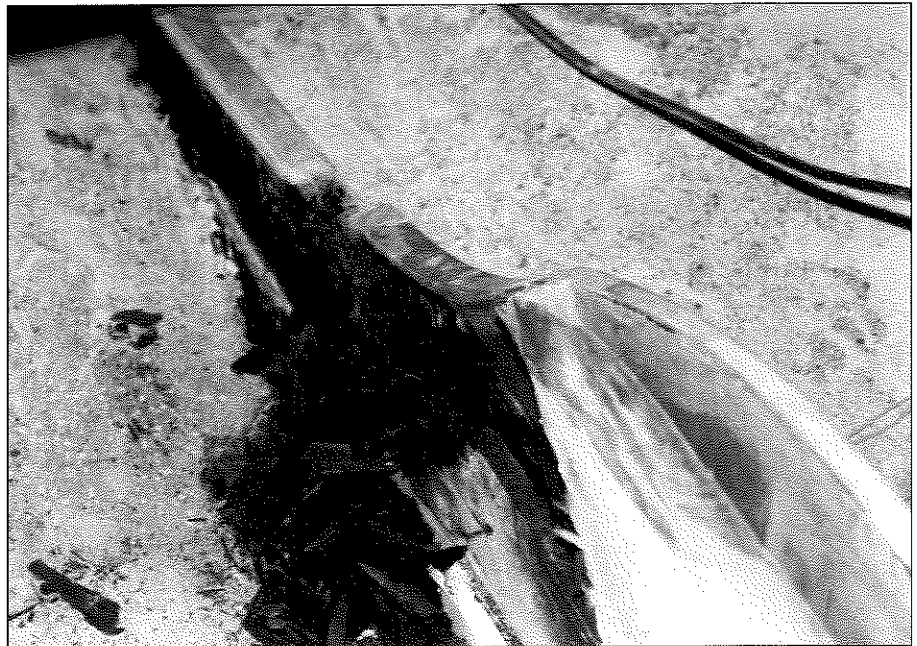
Want to Keep Your Flying Scot Stiff and Fast? Want to Keep Your Flying Scot?

by Ralph Harlan

Your FS is a relatively well made boat, and even though it is a "plastic" boat, it is not a "clorox bottle." In order to keep the boat stiff, yet light for its size, the scot has a "sandwich" construction. The "filling" in the sandwich is balsa wood, or mahogany in the centerboard trunk. Both of these materials make a good product, as long as they are used properly during the construction of the boat, and then kept dry throughout the life of the craft.

This last part is the important part to you, as the owner of a cored boat. Keeping the core dry is important in maintaining the stiffness that is required not only for a good racer, but also for the durability of the boat whether or not it is ever raced. Any moisture or water that penetrates the sandwich construction becomes trapped in the core. The most graphic analogy I can present is to saturate a sponge with water, and then seal it in a "ziplock" storage bag. How long will it take to dry the sponge? Unfortunately, the wood core in your boat will rot under these circumstances, whereas the sponge will not. In that the repair of rotten coring is tedious and expensive the best cure is prevention.

Many, if not most, Flying Scots are kept under cover of some sort, from boom tents and mast up full covers, to being stored in a garage or shed. Although this will help prevent damage to the sandwich core, covers are best at preventing degradation of the gelcoat and wood trim finish. The only positive prevention of



Water penetrated the "toe" of the centerboard trunk on a Flying Scot through unsealed fasteners holding the mast support stanchion.

damage to the core is to insure there is no place for the water to penetrate the laminated GRP (glass reinforced plastic) skin of a sandwich construction. Thus, not only is the repair of nicks, dings, cracks, and other mechanical damage imperative; thorough sealing of all holes drilled for the installation of hardware is required. Sealing, although messy and tedious, is not difficult through the use of the calking compounds on the market today.

The questions to be addressed now are: what should be sealed, with what, how to proceed, and how often. Only the hardware that penetrates the GRP, or that has fasteners

that do, needs to be sealed. On boats like the Scot, that will include turning blocks, tracks, chainplates, lifting eyes for the bridle, centerboard gaskets, and the stanchions that support the mast and hold the centerboard winch, etc. Name a part that is attached to the boat itself, and chances are good it should be sealed.

Of the many sealants available today, only two are of concern to the owner of a Scot, polysulfide, and silicone (yes, 3M makes an excellent sealant/adhesive, a urethane, as do other companies, but only use it if

(Continued on page 9)

Another Milestone

(Continued from page 7)

out controversies over "developing" the Flying Scot's rigging. However, as Sandy said, this is "a healthy manifestation of owner interest" that will keep us on the right track.

It is my hope that as we move into the sixth "millennium" of production, we will stay the course that has proven successful for nearly forty years. I firmly believe the vast majority of Flying Scot owners favor one-design over development. I encourage them to support this at the fleet,

district and national level conversations and meetings along with frequent letters to the Editor of Scots n' Water. We must all work together to protect and maintain the simple one-design nature of the Flying Scot.

Want to Keep

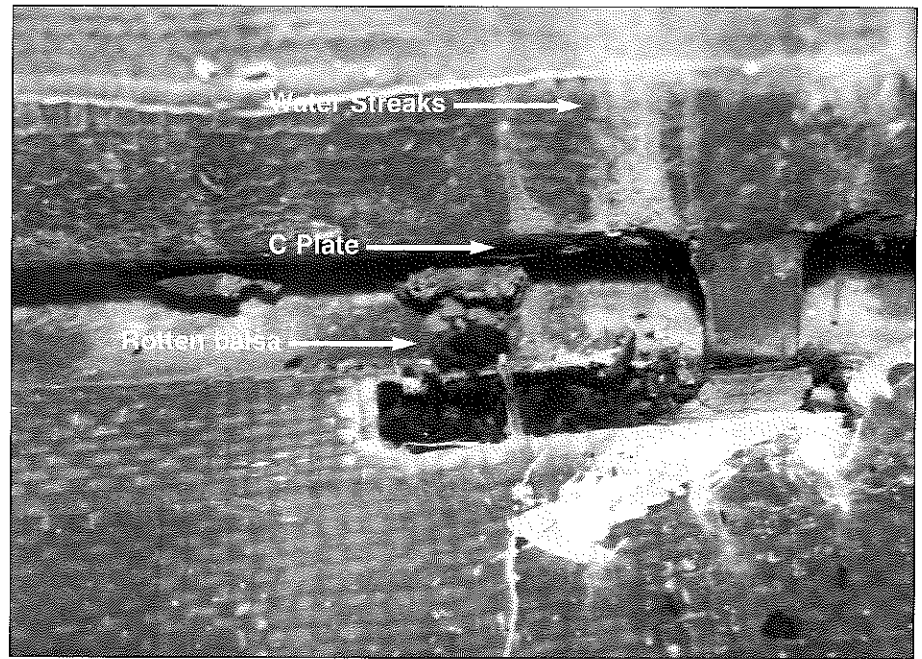
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you never expect to remove the item you sealed - it will probably take explosives!). Silicone is only a recommended product for thermoplastics such as Lexan, Plexiglas, etc. because it can be tough to get a good seal. Polysulfides (Lifecalk, 3M's 101) are the most dependable and frequently used products; they are not expensive, are easy to use, and durable, but wear your boatyard clothes to apply them.

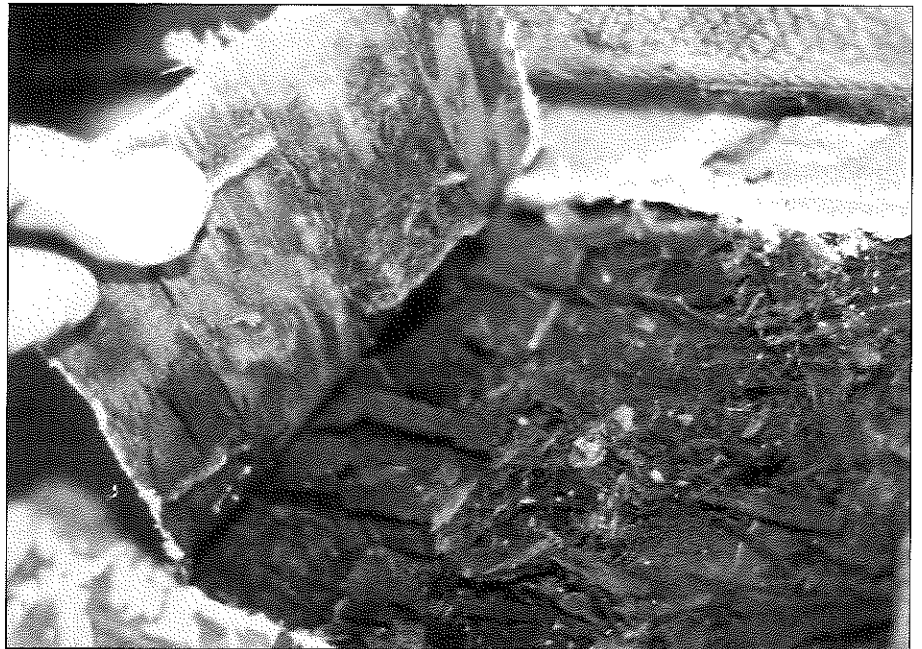
Don't bother smearing these caulking compounds around the hardware you are trying to seal, you will only make a mess, waste your time, and waste calk. Save that process for the bathtub/shower at home where you can pay a contractor to repair the damage done to the floor and subfloor. Each piece of hardware must be removed, the GRP under it and the underside of the hardware thoroughly cleaned and dried, before the sealant is applied. Squeeze a blob of calk over the fastener holes if the fasteners are 3/16" or less in diameter, or run a bead around the fastener hole if the fastener is larger than that. Then refasten the hardware. For chainplates that fit in a slot through the deck (shrouds on a Flying Scot) there should be a cover plate that fits over the chainplate and fastens to the deck. One thing to keep in mind with a boat like a Scot, is that if you swamp the boat, then water will penetrate the sandwich construction from the "backside," so both sides of the deck or hull should be sealed if the hole for the fastener or hardware passes all the way through.

There, isn't that easy? Oh yes, there can be obstacles such as flotation foam or trailer parts covering the hardware you are attacking, and I know what taking the mast support stanchion out is like, so do not plan to finish all the hardware on a boat in the morning, before the noon starting gun.

Caulking should be done frequently enough that the shear loading and movement of the hardware



A view of the underside of the sidedeck at the chainplates, where water penetrated the core of the deck through the chainplate slot on a Flying Scot. Notice the streaks on the hull where the water has run down from the chainplate slot.



Further investigation shows a bit more of the extent of the damage to the sidedeck on the Flying Scot in the previous photo. The entire sidedeck of this boat was recorded from well into the foredeck all the way to the transom.

does not break the seal. On high stress items like tracks and cleats, you might have to calk annually, whereas the centerboard gasket may only need recalking whenever the gasket is replaced.

Since it is your boat, no one can make the decision for you whether to

go through the trouble and mess of sealing all the holes in the sandwich construction, but I will show the photos of the result of unsealed fasteners. Want to keep your Flying Scot?

Scots Rendezvous at Sail Expo

by Jackie and Bruce Cattanach, #3817, Fleet 157

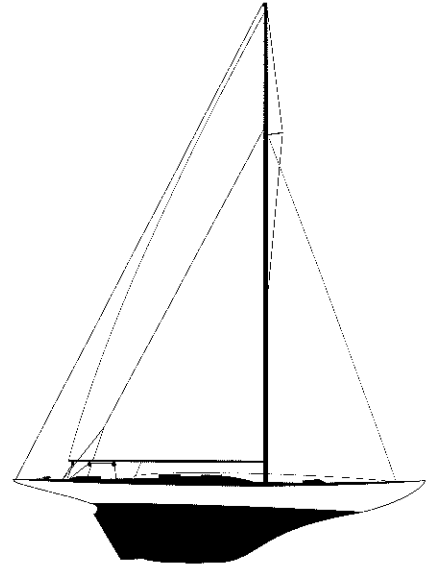
What do Flying Scot sailors in the north and east do when bodies of water are frozen over and the snow flies in early February? Head to Atlantic City for Sail Expo to commune with other sailors landlocked by the ice. Sail Expo is the only all sailboat show held in the US and well worth the effort to travel to the event! Many sailing luminaries attend, give advice, promote the sport, and represent the many manufacturers who are there. Just about any and everyone connected with the sport is represented from cruising to racing, from one-design to ocean-going yachts, from charter companies to gear manufacturers and everyone in between.

In 1994, the Flying Scots held a reception and some came from as far away as Colorado. This year the

Flying Scot Rendezvous was highlighted by a tuning seminar given by Greg Fisher on Sunday morning, February 5th. We all learned how to make the boat go fast, so watch out this season. The weekend activities also included a one-design party, sponsored by Harken. During the party all Flying Scot sailors in attendance congregated around the Scot on display. We were definitely the largest group in attendance and, by far, had the most fun! Many friendships were renewed and new acquaintances made. A good time was had by all. Many thanks to Bob and Mary Ellen Neff for making all the arrangements.

Sail Expo has proven to be more successful with each passing year, so watch for information on next year's event in all the sailing mags

and right here in Scots n' Water. This is an event that should not be missed! We hope to see you there!



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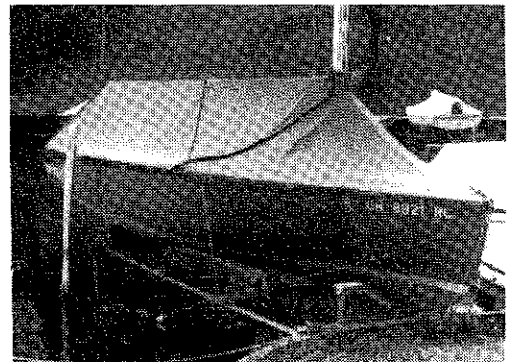
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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Gulf District Governor

by Dan Kolenich

**GULF
DISTRICT REPORT**

The Gulf District represents a group of sailors as diverse as the geography it covers. From the sugar white sands of the Florida Panhandle to the Inland lakes of Alabama, Mississippi, Tennessee, and Louisiana to the square waves of Lake Pontchartrain.

Along the gulf coast we are blessed with 10 months of great sailing weather. The breezes are often brisk in the spring and fall. Summer is hot, so the afternoon sea breeze and rain squalls are a welcome relief. Inland, the season is shortened as you move north. There are places up there where it actually snows. The inland lakes are similar to the rest of the country, with unpredictable winds testing the skill of the most knowledgeable sailors.

The racers are the most competitive group in the country, and many National Champs include Marc Eagan, Danny Killeen, Jr., and Bubby Eagan all having their names on the "Douglass Perpetual Trophy" for winning the NAC's. Many more Gulf District sailors are found on the list of the top 10 finishers. This is certainly attributed to the area's excellent junior sailing programs, hard work, and the extended sailing season.

Perhaps the biggest Scot event in the district is the Mid-Winters. Held in late March/early April every year, Scot sailors from all over the US travel to Ft. Walton Beach, FL for the weekend Warm-ups and then on to St. Andrews Bay for the Mid-Winter Regatta. Anyone who has ever attended these events can attest to the level of competitive sailing, excellent food, great parties, and friendships that are not to be forgotten. For most of the snowbirds this is the first

chance they have to get on their boats after a long winter. For the gulf coast sailors they have already sailed two weekends on Mobile Bay in the Dogwood and Azalea Regattas.

For cruising sailors, the Gulf District offers the most picturesque scenery for a day sail. Whether you want to explore a barrier island on the Gulf of Mexico or explore a remote area of a mountain lake the Gulf District is the place for you.

FSSA North American Champions From Gulf District

1969	Jack Laird	St. Andrews Bay Yacht Club
1970	Paul Schreck	Pensacola Yacht Club
1972		
1977	Marc Eagan	Bay Waveland Yacht Club
1978		
1985		
1990		
1980	Danny Killeen	Pass Christian Yacht Club
1983	Bubby Eagan	Bay Waveland Yacht Club
1991	Peter Merrifield	Bay Waveland Yacht Club
1993	Rod Stieffel	Bay Waveland Yacht Club

The Knost Regatta

by Jane Campion

**GULF
DISTRICT REPORT**

1995 will be the fifty-seventh sailing of the all-female Knost regatta, a premier event in the Gulf Yachting Association which is part of the FSSA Gulf District.

In 1938 Commodore Bernard Knost of Pass Christian Yacht Club in Pass Christian, Mississippi created the Knost Regatta which is heralded as one of the first all-female sailboat regattas. Although Knost's idea for the race establishes him as an early crusader for women's equality on the

water his family states he had the interests of young male sailors in mind as well. Knost loved sailing but as a young boy his mother would not let him sail in squalls, so he thought if women were schooled in sailing, they would let their little boys sail in squalls.

Knost, being a points regatta for the GYA Capdeville trophy, is sailed in Flying Scots each year in August. Skippers and crew must be female, each team member can only sail two

races thus requiring each club to field a team of at least five ladies. (A skipper can steer only one race so you have to have three skippers. Skippers can then crew one race but no one can sail more than two races.) The guys can help rig the boats and launch them but once in the water it is hands off except for the ladies. Competition is always keen at this event.

(Continued on page 12)

The Knost Regatta

(Continued from page 1)

Knost, although it is said to be one of the oldest all female regattas in the United States, is an event for all in the GYA. The regatta draws more spectator boats than boats competing in the race. The guys love the regatta they are great cheerlead-

ers. (Fathers come to watch daughters, husbands watch wives, children watch mothers, boyfriends watch girlfriends.)

There are those who say they have never missed a Knost. Pass Christian Yacht Club and the Knost family strive to make it a premier event each year. Many have grown

up with the Knost (po-boys at the Pass, cookouts on Saturday night, competition on the water, reunion with old friends). A tradition that is now being passed on to the daughters and granddaughters, this regatta keeps the women's sailing program strong.

GULF DISTRICT REPORT

Over twenty-five years ago Sandy Douglass introduced the Flying Scot to the Gulf Yachting Association as it was seeking a replacement club boat for the venerable wooden Fish Class Sloops which had served well for about the last fifty years. The GYA, which represents clubs in Alabama, Arkansas, Florida, Louisiana and Mississippi, was making a decision that would result in the expenditure of several hundred thousand dollars by its clubs on boats, sails and equipment. Because of the ease of mast stepping, trailing and launching, standardized controlled rigging, simplicity in handling, shallow draft, and a strong national association, the Scot was ultimately selected as the GYA "club boat." Since then many of you have been to our GYA clubs for NAC's, Mid-Winters and regional events.

The thirty-two member yacht and sailing clubs of the GYA now own and provide some unique uses of the Flying Scot. Clubs own from one to ten Scots — over one hundred Scots are owned in total by GYA clubs — which are used for sail training, day camps, local day sailing and racing, FSSA events, USSA ladder events, and, most importantly, for interclub competition. There are many familiar faces in the FSSA which are a product of the GYA's Flying Scot program.

It is the GYA's interclub competition in Flying Scots that is rather unique. There are some fourteen interclub three or four race events scheduled throughout the year (yes, we sail and race year round) for the Augusta Capdeville Interclub Championship. These are hosted by different GYA clubs. In all but one of these events there must be a different helmsperson for each race. In

some events, such as the well known Sir Thomas Lipton Cup, the Junior Championship and the Women's Championship, crews must also be rotated. In order to minimize the effect of crew weight in light winds, interclub events have minimum crew weight limitations ranging from 390 to 425 pounds live weight.

It is the Flying Scot and these interclub events that have provided the opportunity for excellent levels of competition, and perhaps just as important, afforded the opportunity to make long lasting friendships. It has led to cruising and other vacations together with sailing friends. Each event sees renewed friendships and new ones developed in the ever changing GYA "network." This social interaction that has been established is a benefit that we all can gain from sailing and from the Flying Scot family!

GULF DISTRICT REPORT

Flying Scot Fleet 13 is located at Privateer Yacht Club on Chickamauga Lake, Chattanooga Tennessee. The club is a sailing club owned by its members that has been active for fifty-five years. The lake is one of the Tennessee Valley Authority reservoirs on the Tennessee River, or sometimes called one of the "Great Lakes of the

South." The Tennessee river is navigable for over six hundred fifty miles. It flows into the Ohio River and is connected to Mobile, Alabama by the Tennessee-Tombigbee waterway. The water quality is good and we swim and fish in the lake. The sailing area we race in is about one and one half miles wide and six miles long. One design races are sched-

Where We Sail — Fleet #13

uled from April to October on Sunday afternoons. The best winds are in the spring and fall with a period of summer doldrums with light winds.

Fleet 13 was started years ago and was inactive for many years. In 1989 it was awarded a new charter

(Continued on page 13)

Where We Sail

(Continued from page 12)

and we have grown steadily since then to fourteen boats. Besides sailing locally several fleet members travel to regattas at other clubs. Along with our racing, we have tried to build our fleet with a year round social program. Fleet 13 has helped the club by making our boats available for sailing lessons for both members of PYC and anyone interested in learning to sail. By doing this we have shown others what a great boat the Scot is.

Privateer Yacht Club is located on thirty-seven acres of property on Chickamauga Lake. We have a Clubhouse with kitchen and full bathroom facilities. Our porch overlooks the racing area so spectators can watch the racing in comfort. We offer camping on the grounds with the showers and kitchen available to those who enjoy camping. Two harbors are located here with the main "slough" as we call it at the North end. In the main slough we have a launching ramp and rigging areas. In this area we have about sixty-five

year round slips for our cruising boats. The south cove has a hoist and is restricted to dinghies.

Privateer Yacht Club looks forward to hosting the Flying Scot Wife-Husband Championship regatta in 1996. The dates will be determined later. We have hosted National and International events and love showing our Southern Hospitality to our out-of-town friends. Plan now to attend.

— Jim & Myra Brown
Fleet Captain
FS Fleet #13

Privateer Yacht Club Host for 1996 Wife/Husband

Privateer Yacht Club, located on Chickamauga Lake, Chattanooga, Tennessee, has been active for fifty-five years. The main sailing area is about one and a half miles wide and six miles long. The Water Quality is good and we fish and swim in the lake. Privateer Yacht Club is located on thirty-seven acres of property on Chickamauga Lake. The clubhouse overlooks the racing so those who are just along for the ride can watch the racing. Camping is offered on the grounds with showers available and

a kitchen in the clubhouse. There are two harbors located here with the main slough, as we call it, at the north end. The main slough has launching ramps and rigging areas. Boats may be dry sailed or left in the water.

Chattanooga, Tennessee is located in the southeast corner of Tennessee where the Tennessee River makes a great bend and passes between Signal and Lookout Mountains. Chattanooga has long been a vacation destination with its

historical military parks and many sight seeing attractions in the area such as Rock City and Ruby Falls.

PYC has hosted many regattas over the years and enjoy people coming to visit us and extending some "southern hospitality." Flying Scot Fleet 13 extends a cordial invitation for the Flying Scot Class to join them for the 1996 Wife/Husband Championships! See you there.

— Terry Dees-Kolenich

GULF DISTRICT REPORT

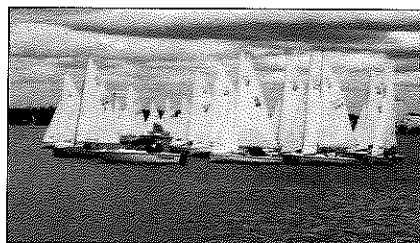
Panama City, Florida St. Andrews Bay Yacht Club

The 1995 Flying Scot Mid-Winters was held on March 27-31, 1995 at The St. Andrews Bay Yacht Club in Panama City, Florida. This year marked the 26th running of the event in Panama City with sixty-eight (68) Scots hitting the starting line in two equal divisions. Participants hailed from 17 states and Canada this year with many long term competitors returning for another try at St. Andrews Bay.

The Mid-Winters has historically provided at least one race with blustery conditions, but this year the

winds were relatively calm and light. The Florida Sun was shaded by clouds, but the Race Management Committee managed to complete the full six race series by Thursday afternoon avoiding a stormy day on Friday.

The first race on Tuesday started in North winds of 8-10 knots. Course "C" was displayed on the signal boat reflecting one triangle and a windward leeward. Race two was sailed back to back in continuing Northerly winds of 6-8 knots.



A Midwinter start, 1995.

Race three on Wednesday morning started in northwesterly winds of 6-8 knots. An "A" course

(Continued on page 14)

GULF DISTRICT REPORT

Panama City

(Continued from page 13)

was displayed on the RC Signal Boat reflecting one triangle windward leeward windward. Due to deteriorating wind conditions, the Race Committee elected to stop the race at mark 5 for the Championship division and mark 4 for the Challengers. After waiting for a reasonable period of time, the Race Committee elected to re-schedule Race 4 and all were towed back to the Club to prepare for the scheduled cocktail party and comradery.

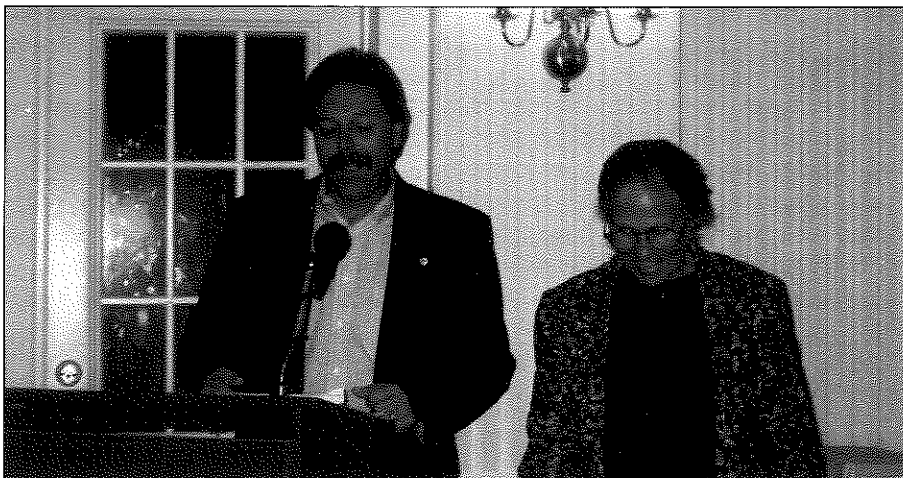
Race 4 was re-scheduled for Thursday morning and started in winds of 5-7 knots out of the North-West. The Signal Boat displayed Course "A." On completion of the first lap by the first division, a wind shift required a change of course and the windward mark was relocated. By the time the fleet had reached the new windward mark, the sea breeze came in with a 180 degree shift and the Race Committee elected to complete the race at mark 5.

Race 5 started winds of 10-12 knots out of the South South-west. The Race Committee displayed course "B" which was a windward leeward, windward leeward with an offset, windward.

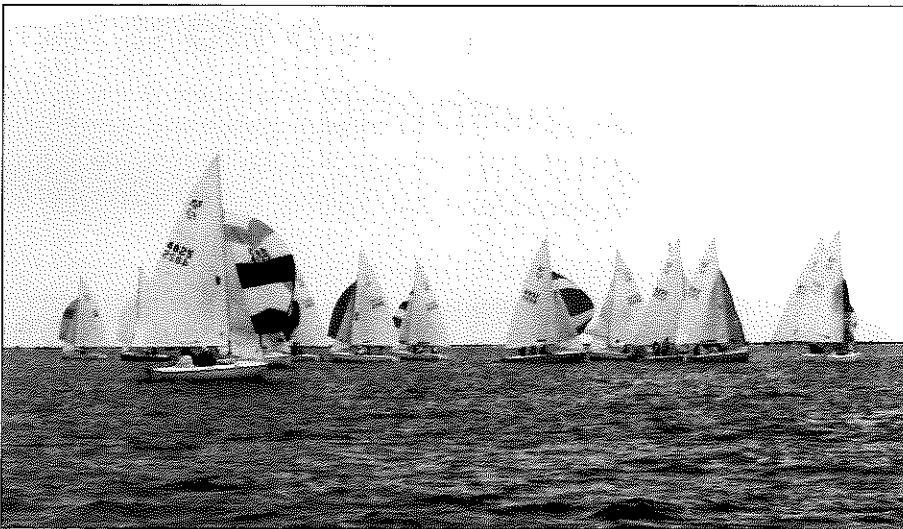
As the afternoon progressed, the winds began to lay and Race 6 was started in West Southwest winds of 8-10 knots. An "A" course was chosen for the final race. Wind conditions continued to deteriorate during the afternoon and the race committee elected to complete Race 6 at Mark 5.

Awards were presented at the scheduled banquet on Thursday night along with several raffle drawings. The Carpenters cornered the market on the drawings and were holders of several lucky numbers.

Awards were presented to the first seven places in each division. The winner of the Championship Division, John Clark, was the recipient of the Mary Meno Perpetual Trophy. Forrest Rogers won the Brenda Pollak Perpetual Trophy as the winner of the Challenger



Joe Gold receiving the Charlie Dees Award from Granny Dees.



Mark rounding at the Midwinters.



The Championship winners at the 1995 Midwinters.

Division. The Carpenters were the recipient of the Floyd Davis Memorial Trophy for best promotion of the class. Bryan Boyd won the

Pericolola Trophy for the best finish of a local sailor and Joe East (FYC)

(Continued on page 15)

Panama City

(Continued from page 14)

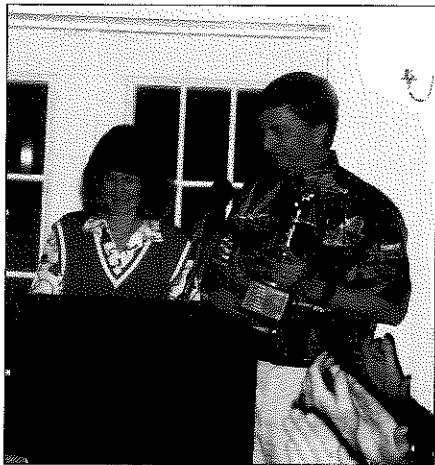
won the Dees Trophy for Race Management.

A listing of points for each skipper for each race in each division follows.

— John B. Morrow
St. Andrews Bay Yacht Club
Principal Race Officer
F/S Mid-Winters



Challenger winners at the 1995 Midwinters.



Harry and Karen Carpenter receiving the Floyd Davis Award at the 1995 Midwinters.



Boats finishing at the Midwinters.

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Mid-Winter Regatta Championship Division

Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	W/Tout	Crew	Crew	Hometown
1 Clark, John	4499	0.75	3	2	9	0.75	35	50.5	15.5	Taylor Smith		Medway, MA
2 Fisher, George	742	4	8	3	6	3	9	33	24	Tom Euch		Hillwood, OH
3 Neff, Dan	4884	3	4	17	14	4	13	55	38	Bob Neff		Edgewater, MD
4 Bellows, Steve	5007	8	9	15	8	2	12	54	39	Duncan McClaine	Pam Schurr	Pensacola, FL
5 Harrison, Brian	151	7	2	16	21	35	2	83	48	Robert Harrison		Shalimar, FL
6 Hall, Graham	4945	2	10	20	16	30	0.75	78.75	48.75	Stewart Sumpton	Chris Klass	Wichita, KS
7 Miller, Thomas	2714	17	0.75	14	18	8	10	67.75	49.75	Mike Linck	Michael Brahier	Rockwall, TX
8 Spring, Rob	5015	20	13	6	5	28	7	79	51	Joyce Spring	Joni Palmer	Canton, OH
9 Cohen, Ira	4343	6	17	7	7	22	14	73	51	Brian Hayes		Garden City, NY
10 Carpenter, Jack	4987	16	5	13	23	12	6	75	52	Harry Carpenter		Pittsburg, PA
11 Powell, Gary	4429	26	14	0.75	4	27	8	79.75	52.75	Ryan Malmgren	Bill Springer	Duxbury, MA
12 Meredith, John	5001	21	23	10	0.75	11	11	76.75	53.75	Anthony Kaminski	Steve Landow	Pittsburg, PA
13 Cavanagh, Jim	6	5	6	22	10	18	27	88	61	Jay McNeff	Matt Chavvan	Sharon, MA
14 Taggart, Larry	4510	19	12	9	32	17	4	93	61	Jane Campion	Amy Palmer	New Orleans, LA
15 Irwin, Kent	4019	12	18	11	12	9	23	85	62	Bert Denton	Gavin Harris	Birmingham, AL
16 Sprole, Steve	2769	25	19	5	3	23	16	91	66	Kathy Sprole	Chris Sprole	Duxbury, MA
17 Yoder, Zane	14	13	7	26	24	20	3	93	67	Tricia Bachelor	Scott Kaiser	Daphne, AL
18 Lee, Paul	1	9	15	18	2	24	29	97	68	Denise Lee	Thom Lee	Farmington, MI
19 Thorpe, Joseph	4104	14	26	12	19	21	5	97	71	Kevin Thorpe	Bill Russell	Milltown, NJ
20 Hartman, Mike	3204	30	11	8	28	7	21	105	75	Jeff Hartman		Urbana, IL
21 Terhune Sr, Allan	709	28	22	4	22	6	25	107	79	Allan Terhune Jr.		Beachwood, NJ
22 Mason, Billy	62	22	16	27	35	5	19	124	89	Guy Randall	Jill Randell	Panama City, FL
23 Collins, Robin	4999	32	20	29	11	10	26	128	96	Colin Kinnear	Doug Smith	Ontario, Canada
24 Shaffer, Glenn	4468	18	21	19	25	29	15	127	98	Jim Worth	Kathy West	Princeton, NJ
25 Hast, Steve	86	15	35	24	30	13	24	141	106	Steve Miller	Mike Wilson	Lynn Haven, FL
26 Ryan, David	4895	11	28	25	29	14	31	138	107	Steve Braverman	Fred Santos	Milton, MA
27 Buller, Charlie	4943	23	24	28	15	26	22	138	110	Andy Buller	Nat Allured	Westlake, LA
28 Wilusz, Abu	GYA 112	10	30	31	26	31	18	146	115	Ben Levi	Dave McGee	Niceville, FL
29 Manicchia, Pat	4261	27	33	23	13	19	33	148	115	Trey Andrews	Jeff Perna	Dallas, TX
30 Smith, Kris	4901	31	25	21	27	15	28	147	116	Diane Smith	Scott Collins	Bedminster, NJ
31 Domogala, John	3577	24	29	30	20	25	20	148	118	Susan Domogala		Bloomington, IN
32 Brown, Jim	4647	29	32	35	17	32	17	162	127	Myra Brown		Hixon, TN
33 Kerdock, Rich	3411	33	31	32	31	16	30	173	140	Kathy Worth	Ray Follio	Howell, NJ
8 Hartman, Jerry	3605	35	35	35	35	35	35	210	175	Sunshine Hartman		Champaign, IL

Challenger Division

Skipper	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	W/Tout	Crew	Crew	Hometown
1 Rogers, Forest	4096	8	0.75	2	9	7	0.75	27.5	18.5	Melanie, Dunham		Brookfield, CT
2 Boyd, Bryan	288	3	3	14	5	6	5	36	22	Angie Pope	Jay Miller	Panama City, FL
3 Goldman, Josh	3913	19	5	5	0.75	14	3	46.75	27.75	Lauren Waine		Greenwich, CT
4 McCarthy, Mike	641	17	9	9	11	5	2	53	36	Larry McCarthy		Brookfield, CT
5 Moore, Paul Jr.	5000	15	13	8	3	0.75	12	51.75	36.75	Paul Moore III		Ballwin, MD
6 Boothe, Erik	84	11	7	0.75	13	16	6	53.75	37.75	Brent Hennicke		Fairhope, AL
7 Myers, Fred	69	0.75	4	27	7	2	24	64.75	37.75	Yates Adams	Russ Mathis	Panama City, FL
8 McClurkin, Jack	3404	6	12	11	2	8	18	57	39	Adam Besley	Emilio Tellini	Hoffman Estates, IL
9 Cooper, R.J.	4738	9	16	10	8	23	7	73	50	Jeremy Mullis	Billy Becker	Panama City, FL
10 Rieu, Ralph	4565	16	18	12	4	10	8	68	50	Melissa Rieu	Jack Stewart	Glade Hill, VA
11 Sylvester, Pete	GYA 68	13	2	17	17	3	17	69	52	Chris Sylvester	Vicki Patrick	Panama City, FL
12 Banning, Rick	4994	2	16	16	18	12	9	73	55	John Hainsworth	Kirk Weaver	Salem, OH
13 Leggette, Jim	1518	24	14	3	14	17	15	87	63	Bo Palmer	Mike Funk	Brandon, MS
14 Di Resta, Anthony	4938	22	11	7	15	19	11	85	63	Resina Di Resta	Del Havens	Center Moriches, NY
15 Harris, Jim	4296	4	20	13	10	22	19	88	66	John Woodworth	Debbie Russell	St. Louis, MO
16 Payne, John	1085	35	15	33	12	4	4	103	68	John	Lillie Ingrassci	Garland, TX
17 Knight, Bernie	4115	14	19	20	6	18	16	93	73	Steve Hartman		St Louis, MO
18 Sweeney, Vincent	4825	18	23	4	25	15	14	99	74	Mike Boehl		Remsenburg, NY
19 Kalata, Larry	4931	12	10	32	22	13	22	111	79	Cathy Penewitt	Teri Swift	Panama City, FL
20 Pinkel, Thomas	3076	7	6	26	16	31	25	111	80	Bill Clark	Almee	Belleville, IL
21 Dees, Granny	4109	25	8	30	19	20	13	115	85	Terry D. Kolenich	Carolyn Boothe	Fairhope, AL
22 Gold, Michael	4785	31	27	61	23	11	23	121	90	Richard Franklin	Ian Denholm	Alliance, OH
23 Vandall, Frank	3763	32	30	29	20	9	10	130	98	C. T. Waidner		McHenry, MD
24 Osler, David	534	21	29	15	28	21	21	135	106	Paul Tubley		Riverside, CT
25 Scott, Robert	4047	10	28	18	27	30	26	139	109	Bob McNamara		Paoli, PA
26 Bayer, Ed	20	23	25	19	24	26	20	137	111	Fred Blackmer	Keith Seddon	Redford, MI
27 Gerlach, Chuck	1487	29	21	21	26	24	27	148	119	Bill Denes		St. Charles, IL
28 Jacobsen, David	4937	5	26	22	35	35	35	158	123	Amy Boothe	Dave Jacobsen	Woodbury, CT
29 Commers, Jim	2492	27	17	24	29	28	29	154	125	Jim Brose	Mathew Cooper	Plymouth, MN
30 Marshall, Bane	215	30	24	28	21	25	35	163	128	Dash Adams	Stephanie Steele	Mobile, AL
31 Stanley, John	46	20	31	23	35	27	28	164	129	Donald Pell	Paula Pell	St. Petersburg, FL
32 Drummond, Rick	262	28	22	25	35	35	35	180	145	Mike Dubose		Montgomery, AL
33 Thurston, Scott	4981	26	32	31	30	29	35	183	148	Chat Kleinpeter		Baton Rouge, LA
34 Glass, Ted	4777	35	35	35	35	35	35	210	175	Florence Glass		Mt. Vernon, IL

The Jubilee Regatta

**GULF
DISTRICT REPORT**

This regatta always draws a super group of people and has great social events.

The Jubilee is the same weekend (the second one of Nov.) as the Air Force Air Show. It is great to be on the water racing Scots and see the Blue Angels doing their stuff!

Come join us this year! Contact Steve Bellows or Frank Vaillant at the Pensacola Yacht Club.



1994 Jubilee

Skipper	Sail No.	W-2 1st Race	Gold 2nd Race	Olympic 3rd Race	Acc. Pts.	Olympic 4th Race	W-1/12 4th Race	Overall Finish
Steve Bellows	5007	3	2	2	7 / 2	1/4	2	9 1/2 2
Bryan Boyd	288	8	5	10	23 / 7	4	3	30 4
Russell Brown	110	6	8	8	22 / 6	5	13	40 7
Charlie Buller	4943	15	12	9	36 / 12	12	6	54 12
George Fisher	742	1/4	1/4	1/4	2 1/4 / 1	2	1/4	5 1
Ellen Fitzgibbon	68	13	13	11	37 / 13	11	11	59 13
Scott Hanson	1266	17	18	17	52 / 18	17	8	77 16
Marsh Hartley	4697	DSQ 19	16	16	51 / 17	18	15	84 17
J. Hartmon	3605	5	4	3	12 / 3	7	7	26 3
Kent Irwin	4019	4	9	5	18 / 5	8	12	38 6
Larry Kalata	4931	7	11	6	24 / 8	13	4	41 8
Jim Kasper	GYA 311	16	10	15	41 / 15	16	16	73 15
Dan Kolenich	4211	14	17	14	45 / 15	9	14	68 14
Ryan McRee	198	12	14	18	54 / 14	15	18	87 18
Scott Mathis	GYA 11	2	6	7	15 / 4	3	17	35 5
Kris Smith	4901	9	7	12	28 / 10	10	5	43 10
Larry Taggart	4510	10	3	13	26 / 9	6	10	42 9
Craig "Ahu" Wilusz	GYA 112	11	15	4	30 / 11	14	9	53 11

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**NEW ENGLAND
DISTRICT REPORT**

Things I Learned at My First Flying Scot Midwinter

by Frank J. Vandall (#3763)

1. There has been a lot of discussion about the strength of the boat and the quality of the people at the Midwinters, but the truth must be told. This was a feeding frenzy for gourmets. The Wednesday night "keg tapping" was in fact one of the most lavish and elegant buffets I have ever attended. Well done!
2. The Flying Scot goes better upwind with the lead-thing down.
3. Greg Fisher (North Sails) was very helpful in tuning my rig. But Greg, isn't 120 horsepower about twice what a 15-foot Whaler needs?
4. It was worth the trip to see Steve Bellow's (Schurr Sails) colorful tie and shoes at the aforementioned "keg tapping."
5. Graham Hall provided me with the plastic tongue depressors that cover the guy hooks.
6. There was no debate as to why Bernie Knight calls his boat Team Beer Belly. There was much debate over why a GYA (Gulf Yachting Association) boat changed its name to Dazed and Confused. Peer pressure?
7. Did anyone witness any GYA boat do a 720? Also, if you are young enough, skippers will let you sail by if you yell "port." (Apparently none of the adults have ever raced a Laser against youths.)
8. Spousal abuse may have occurred on the water. Paula Pell had her nose broken during a tack. She was sailing the next day, however. Cheers for Paula. Her personal vehicle is a half-ton Chevy "dualie" that she usually uses to pull a 39-foot horse trailer, not a little Scot.
9. A Honda Accord pulls a Scot just fine and new wheel bearings in a 13-year-old trailer are worth their weight in gold.
10. The West Virginia police like to see a tag on the trailer. Duct taping the tag to the stern will suffice. No ticket received. Thank you.
11. There is apparently a pecking order among Scot sailors. Some of the Challenger fleet passed the Championship fleet in race five, and this produced much grumbling and unhappiness (among Championship fleet). Shame!
12. Although Graham Hall's boat is named "Irish Rover," he wore a kilt to the banquet. I thought kilts were Scottish.

(Continued on page 19)



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Things I Learned

(Continued from page 18)

13. Flying Scots hold an enormous amount of rain water.
14. There are 1,000 ways to rig a pole down-haul. Harry Carpenter (the manufacturer) uses none. Others use wires, mirrors, and pulleys.
15. Buy your Midwinter raffle tickets at the same time as Karen Carpenter. She won at least two

of the raffle prizes. The Carpenters also received special recognition for being outstanding Flying Scot people.

16. Scot sailors will answer any questions, but you must phrase it very carefully.
17. When Gordon Douglass said: "Sail it flat," he apparently meant, usually, but not always.
18. North Sails produces little diapers to hold the spinnaker in place on the seat. Neat!

19. If I failed to hit your boat while we were finishing race 5, I apologize. I was trying not to discriminate. I was thankful that my dedicated crew, C. T. Waidner, had forgotten to strap on his Beretta. My 720 cost us numerous boats in that race. Bummer.
20. My goal for my first Scot race and Flying Scot Midwinters was lofty: to finish no lower than last. We met our goal and had a great time. Yeah Midwinters.

My First Mid-Winters by Bill Springer, Cohasset, MA

NEW ENGLAND DISTRICT REPORT

When we got in the car and started out on our 1200 mile journey to the Mid-Winter Regatta, I really didn't know what to expect. I'd never been in a Flying Scot, just met the guy I was going with (Gary Powell, #4429) and had no idea what the Florida pan-handle would be like. The only thing on my mind was sailboat racing in "sunny" Florida and how psyched I was to escape the cold New England climate. Little did I know I was about to meet tons of down to earth, non-snobby people, make friends, race in a very large, competitive fleet and be welcomed into the fun and camaraderie of the Flying Scot class. My limited expectations were blown out of the water.

What made my first Mid-Winters special were the people. I quickly realized there was a fellowship and camaraderie among Scot sailors that I'd not seen in the other classes. It was great to find out the snobby yacht club attitude I expected to see was replaced with laughter in front of Jerry and Sunshine's motor home, a tent village, people getting to know each other and a lets race hard, have fun attitude. I've never had as much fun at a regatta as I did down at Mid-winters.

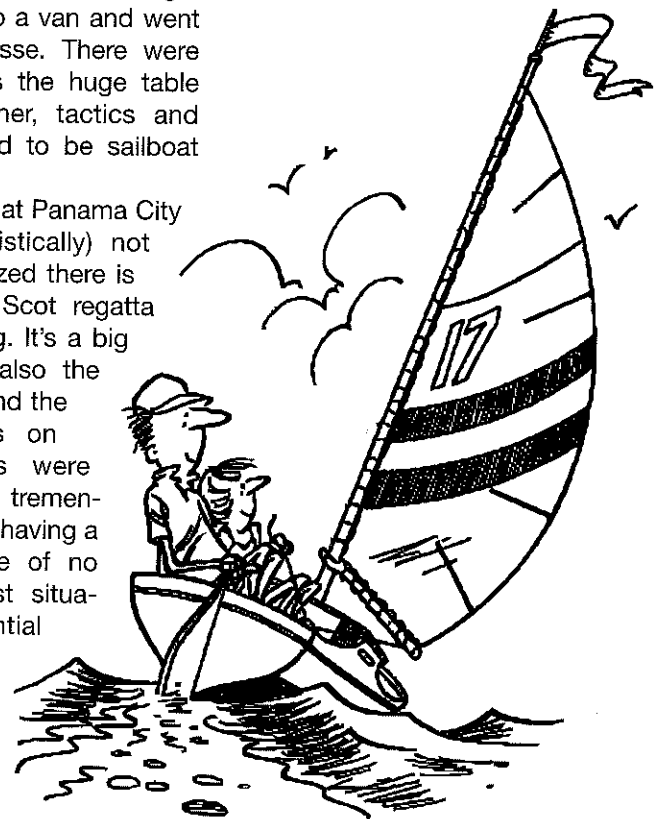
Our trip began on a weird note. My first shift driving left us way off course in the sticks of New Jersey. Not paying much attention to the signs, we ended up a hour away

from the road we wanted to be on, I-95. The only way to get back on course was a small country road. To my surprise, the road was filled with deer. So, not only were we off track, we had to dodge deer in New Jersey of all places! After our little "nature cruise," the rest of the trip was a breeze and Gary was wondering what he got himself into with me.

All was well once we got to Florida. I began meeting new people and feeling the camaraderie right away. We piled into a van and went out to eat en masse. There were jokes flying across the huge table and talk of weather, tactics and Scots. It was good to be sailboat racing in the south.

The conditions at Panama City were (uncharacteristically) not the greatest. I realized there is more to a Flying Scot regatta than just the sailing. It's a big part but there is also the people you meet and the fun that happens on land. The parties were super and it was tremendous to see people having a good time in spite of no wind, crazy protest situations, and torrential rain. The Flying Scot class is a special class made up of top-notch people.

It's not everyday that people get together from all across the country and form bonds quickly. This happens at the Flying Scot Mid-Winters. I was told once I'd been to Mid-Winters I'd always be back. That's true. I've already begun to look forward to next year.



NEW ENGLAND DISTRICT REPORT

The New England District of FSSA consists of seven active Scot fleets all located within approximately 100 miles of each other and all located in Massachusetts. Many are located in either historic areas or scenic areas (or both) and all welcome visitors. If any Scots owners are planning summer vacations in the Eastern Massachusetts area, bring your Flying Scot along. Six of the seven fleets all have between 12-25 Scots in the respective fleet which means that in aggregate the total number of Scots in Massachusetts makes up the largest one design sailing fleet in Massachusetts (except for the smaller dinghy classes such as Sunfish, Laser, Optimist, 420's, etc.)

Starting from North to South, our oldest registered fleet is Fleet #11 located in historic Rockport,

MA, about 30 miles north of Boston. After several years of "status quo" the fleet is now growing again and is very competitive. The fleet races every weekend during the summer out of Sandy Bay YC. The highlight for this summer is that Rockport will be hosting the New England District Championship on July 29-30. For more information contact Jennifer Montello (508) 546-9704.

Moving south, the next fleet, approximately 15 Scots is located in Cohasset MA which is about 30 miles south of Boston. The harbor is small and pretty (like Rockport) so moorings are at a premium, but launching ramps are available. The fleet races every weekend during the summer. Contact Jim Lyons (617) 383-0950 for dates and times.

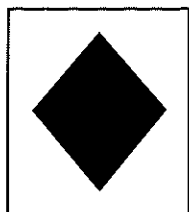
Skipping for a moment slightly west we find the only District fleet

located on a lake. The location is Lake Massapoag which can be found in Sharon MA, a commuting suburb to Boston. The lake is small but challenging and the fleet numbers around 15 Scots. The winds around the lake during the summer months are sometimes very light and variable. However, that is not a problem for the serious racers here because they then load up the boat and travel to other regattas. By September, the wind is reliable again and the fleet hosts a fun regatta the weekend following Labor Day. Winds are typically from the north and gusty and the regatta usually draws between 20-30 Scots. Contact Jim Cavanagh (617) 784-5088 for details.

Heading back to the coast again we find another very active fleet in historic Duxbury, MA. The Duxbury fleet has to put up with a minor problem every weekend — namely tides. Racing is limited to three hours either side of high tide which means a different race time every weekend (At low tide, Duxbury Bay is dry land, but when the tide fills in it is beautiful with good wind). There are well over 20 boats in the Duxbury fleet and about a dozen race regularly on weekends. Contact Gary Powell (617) 934-7320 for dates and times.

Moving just a few more miles south we find the Plymouth YC fleet, again located in a very pretty and historic town (come see the Mayflower). Plymouth also has tide problems, but luckily the channel is always navigable and not that far from deep ocean water. The fleet at Plymouth is also growing and the weekend race schedule can be obtained from Ken Fosdick (508) 746-7520 or Will Stearns (508) 746-2739.

The next two fleets are about 50 miles further south and east and on "Cape Cod." The largest fleet on the



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(Continued on page 21)

Chuck Williams

(Continued from page 20)

Cape is at Harwich Port, MA and the fleet sails out of Stone Horse YC on Nantucket Sound. There are about 25 Scots registered at Stone Horse and about 8-10 race regularly, though that number is growing. There is no tide problem so the fleet races every Saturday during July and August (and Labor Day) at 1300. There are good parking and launching facilities at Saquatucket Harbor in

Harwich Port which is a "sister" harbor to scenic Wychmere Harbor where the Stone Horse Scots are located. Sailing time to the starting line is only about 15 minutes from either harbor. Contact Chuck Winans (508-432-4990) for details.

The latest Scot activity comes from the Bass River YC, located about 10 miles to the west of the Harwich Port fleet. The fleet is just getting started so one must contact Jonathon Wood (508) 398-8449 for a racing schedule.

Fleet #169 by Randy Williams, FS 3662

Fleet #169 was established in 1989 in Brewster, Mass., on Cape Cod Bay.

As can be seen in the photo of a recent awards ceremony, two of our fleet boats are sitting in the background, on the sand flats, waiting for the tide to come in.

For a number of reasons, the Flying Scot has been the ideal boat for the Brewster Park Yacht Club.

First and foremost, the shallow draft of the Scot enables us to maximize our sailing time over the sandy bottom. At high tide, the water depth of our course is about eight feet, but at low tide, the dry sand bars completely encompass our sailing area out to a distance of 1 1/4 miles from shore. Fortunately, there are no rocks or mud so if we feel our centerboard touching the sand bar, we just pull it up an inch or so. From our moorings, we can sail from four hours before high tide until four hours after tide (or we can go out as the tide is going out, knowing that we'll either have to walk back or sail back four hours later).

Second, the Flying Scot has proven to be a safe and comfortable sloop for up to five passengers for short sails directly off of the beach area. Over the years, numerous resi-

NEW ENGLAND DISTRICT REPORT

dents of and visitors to the Brewster Park area have participated in this activity, including some who have purchased Flying Scots, and are now members of our fleet.

Also, as the Scot is easy to trailer, we regularly sail to a far-away location (down-wind) like Provincetown or Wellfleet, and make arrangements for our trailers to pick us up (there are always some of us who would rather drive than sail). Additionally, some of us trailer our boats to other FSSA fleets, but usually not during our own short season (July).

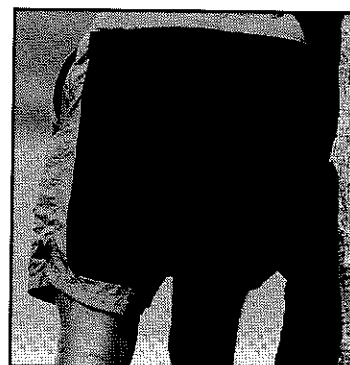
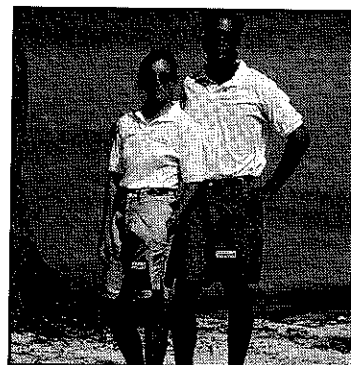
As each of our fleet members lives elsewhere, except for when we are on vacation, we all plan each year to spend as much of July in Brewster as possible, and in particular, to be sure that the last two weeks of July can be devoted primarily to our annual racing schedule.

During that time, we sail for five trophies, which are to be engraved and returned the next year. We do handicap other classes, but in recent years, our primary participants have been Flying Scots.

There have been eight Scot owners participating in Fleet #169

(Continued on page 22)

Breaker Sailing Shorts



Technically Designed Sailing Short

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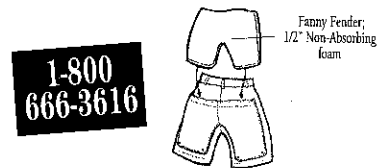
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Optional Fanny Fender: \$9.95

Size: 26-44

Color: Khaki, Red, Royal, Navy,

Teal/Navy, Khaki/Navy, Surprise



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Fleet #169

(Continued from page 21)

over the years, as follows:

FS 723 - John Fundin - also in Fleet #118; FS 1161 - Sue and Jon Rice; FS 2519 - Karen and Bob Williams - also in Fleet #142; FS 2603 - Jan and Joe Batson; FS 2737 - Judy and Chuck Dibble; FS 3662 - Mary Jane and Randy Williams - also Fl. #11; FS 3823 - Suzanne and John Paulson; FS 4108 - Judy and Hank Sykes - also in Fleet #142.

The next generation appears poised to purchase a few boats of their own in the coming years, possibly doubling our fleet size.

What do we do while the tide is out?

1. Play tennis on two newly surfaced tennis courts;
2. Play golf;
3. Work on our boats on the flats;
4. Walk on the flats.

Some families have been renting cottages in Brewster Park for many



Back row left to right: Hank Sykes, FS 4108, Becky Williams, FS 2519, Jon Rice, FS 1161, Sue Rice, FS 1161, Jan Batson, FS 2603, Randy Williams, FS 3662. Front row left to right: Doug Kirsch, crew FS 2519, Judy Sykes, FS 4108.

years, and the sailing is usually great, with a prevailing Southwest wind, anytime between Memorial Day and Columbus Day. However,

the prime time for Flying Scot sailing each year is July, and for racing in particular, the last two full weeks of July.

NEW ENGLAND DISTRICT REPORT

In southeastern Rhode Island, the waters in and around Newport and Narragansett Bay offer some of the finest sailing to be had anywhere in the country. With its great variety of sailing craft, extensive maritime history, ample breeze, deep water, and spectacular scenery, the bay would seem to possess in abundance all the requisite elements of a world class sailing center. And so it would be, but for the one glaring deficiency that has barred its entry into the upper echelon of the nautical world (and was, no doubt, responsible for the loss of the America's Cup competition to San Diego.) Difficult as it may be to believe, Narragansett Bay has NO FLYING SCOT FLEET! Or rather HAD no Flying Scot fleet because now it does. Announcing the birth of Fleet 77, Newport and environs, three

boats and six members strong, consisting of Bradley and Carol Moore, Peter and Dennis Barnicle, Roger Pierce and Everett Paluska.

All kidding aside, its hard to imagine why the Flying Scot has been so long in coming to Narragansett, since the boat is so well suited to the prevailing conditions there. The fresh breeze that builds on a typical summer afternoon and sends the smaller dinghies and daysailers scurrying back to harbor provides an exhilarating romp for a boat of the size and stability of the Scot. Hiked out, spray flying, skipping from wave top to wave top, traversing the wide open spaces, this is power planing at its best.

Out on the bay, the potential for adventure in the Scot is limitless. A pleasant afternoon sail to the north

New Fleet in Newport by Dennis Barnicle

will take you to Prudence Island where you can spend the night lying at anchor in the quiet shelter of Potter's Cove. It was on the morning return trip from just such a layover that Peter Barnicle's son, Tommy, pulled in a 5 lb. bluefish on a line he had been idly trolling behind the boat. On their arrival at Newport Harbor, they were greeted by the sight of the Tall Ships Armada that had gathered there that morning. Maneuvering past the barks and brigantines was like sailing into the 19th century.

Head south toward the ocean and when you can round the southern tip of Jamestown Island at Beavertail Lighthouse, hoist the chute and, if conditions are right, prepare for an uninterrupted nine mile planning spin-

(Continued on page 23)

New Fleet

(Continued from page 22)

naker run up the West Passage, under the eerie old Jamestown Bridge, past Dutch Island, with the sure-footed Scot roaring down the wide waterway like a sixties vintage Cadillac convertible.

You can gather up your friends and spend an afternoon racing around the buoys or zip across the bay to Jamestown, tie up at the public dock, and grab a cup of hot coffee at the East Ferry Deli. But inevitably, as the day winds down, the time comes to join the other boats in the long, languorous parade back to Newport Harbor, past the light at Castle Rock, past the parties on the lawn and the sounds of clinking glassware and soft music, amidst the pageantry of bright spinnakers nursing the last of the dying breeze.

Once in the harbor, the Scot negotiates the tight quarters with casual ease, carrying well through the frequent tacks. Quiet in the evening, the harbor has the look of an on-water maritime museum. There's Shamrock on her mooring ball, a great three master tied up at the pier, and notice

the beautifully carved ursine figurehead of the black ship Sea Bear. There's the glistening mahogany brightwork of the cabin cruiser Actaeon and all manner of vessels large and small, rough and refined.

Although the fleet is nominally based at Newport, the mobile nature of the Scot platform allows a number of alternatives. Members sharpen their racing skills by competing with a variety of one design classes at the weekly races held in the Great Salt Pond at nearby Point Judith Yacht Club. The fleet also held its own mini regatta at a large fresh water pond in a Rhode Island state park in late November. Versatility is but one of the Scot's attributes.

The fleet's base, however, is Sail Newport, located at Fort Adams State Park in Newport. Sail Newport is an organization dedicated to the promotion of the sport of sailing and goes to great lengths to accommodate the recreational sailor. With a protected yard, snack bar, hot showers, and a variety of ramps and hoists, Sail Newport could command prohibitive fees, and yet they have striven to keep prices within reach of the sailor of modest means. Should any one of

our fellow Scot sailors wish to sample the delights of the bay, Sail Newport provides protected overnight boat storage for somewhere in the \$10 to \$15 per night range.

Admittedly, Fleet 77 is small; a seedling in the forest of more established classes here. But there is reason for optimism. The Flying Scot belongs on Narragansett Bay, a place where her performance characteristics allow her to shine. While racing is the lifeblood of Newport, there can scarcely be finer cruising grounds than the bay. What better sailboat then, for the area, than the Flying Scot, which can do both and do them well. The sailors around Newport are a discerning lot. They know a good boat when they see it. Heretofore, they have not seen a lot of the Flying Scot. We hope that the establishment of Fleet 77 will give the boat the exposure it has lacked and that before too long we'll be seeing many more Scots on these waters.

If you have any questions or need information about sailing Scots at Newport, please contact Fleet Captain Brad Moore at (401) 847-2506.

Midwinters Results

Fleet 176, San Diego / Southern California

Southern California Yachting Ass'n — Hosted by Alamitos Bay Yacht Club

	Skipper	Score
4229	Chuck Hoffman	9
4367	Lance Gucwa	14
4817	David Sacksteder (Capt., Flt. 176)	24
3997	Chuck Bencik	28
3479	Peter Atkins**	30

Notes: First official District Midwinters for Pacific District.

** = first race ever sailed.

STARTING LINE

August 5 & 6

1st Annual "CRYSTAL BALL" FLYING SCOT INVITATIONAL

Come one, come all to the 1st Annual "Crystal Ball" Flying Scot Invitational hosted by fleet 41 of Crystal Sailing Club. Crystal Lake is located in mid-Michigan just north of Lansing. Excellent facilities and sailing on a clean, natural and weed-free lake. Five races are planned. Camping available on site. Contact: Steve Last at (616) 796-3009 or Bob Saukas at (517) 235-4965.

PACIFIC DISTRICT FLYING SCOT CHAMPIONSHIP REGATTA

**August 12-13, 1995
Inverness Yacht Club**

30 Miles from San Francisco, on west shore, Tomales Bay
Inverness, California, Fleet 40

Contact Dick Olmsted, Race Chair, at 1-415-775-5855 (W), 1-415-479-3840 (H). Late afternoon club open house and barbecue; all racers cordially invited. Limited Charters and local crew possible.

Long Island FS Summer Regatta Moriches, New York

August 12, 13, 1995

Moriches Yacht Club and Fleet 10 welcome all Flying Scot Sailors to join us in our 2nd Annual Sprague Memorial Invitational Regatta on Moriches Bay, on the south shore of Long Island.

Five (5) races scheduled, commencing Saturday afternoon, and concluding Sunday morning.

Contact: Paul Runyan (516) 878-0879 or Regina DiResta (516) 878-8710.

MALLORY CUP U.S. SAILING AREA J CHAMPIONSHIPS AUGUST 26-27, 1995

In Flying Scots (providers include members of Fleet 176, San Diego / Southern California) at Cabrillo Beach Yacht Club, Berth 35, Cabrillo Marina, 211 W. 22nd St., San Pedro, California.

Contact Dick Goodman at 1-310 691-1325 (H). Eligibility: male skipper and either sex crew all over 18 years old before December 31. All must be members of Southern California Yachting Assn. and U.S. Sailing. Finals at Riverside Yacht Club, CT., 9/20-24.

Horrocks/Palmer Regatta September 9th and 10th

The Sayville Yacht Club cordially invites all Thistle and Flying Scot sailors to join us for the annual Horrocks/Palmer Memorial Regatta. Scot sailors compete for the Palmer Trophy. With warm water and fresh breezes, early fall sailing is great on Long Island!

For specific details regarding this regatta, please contact: Robert R. Kaiser, 21 Elm Street, Sayville, NY 11782, (516) 589-2467.

September 16 & 17 HOT-TO-TROT REGATTA

Fleet 20

Portage Yacht Club

Pinckney, MI (near Ann Arbor)

Fleet 20, of Portage Yacht Club, invites all Scot sailors in Michigan, northern Indiana, Ohio, & beyond to their annual Hot-to-Trot Regatta on Portage Lake. This two day event includes three to five great races, enthusiastic and friendly competition, and a regatta dinner in the beautiful new yacht club opened last year. Motels and camping facilities are nearby. For details phone Mary Morrison at 517-332-1273 or FAX the Portage Yacht Club at 313-426-5532.

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FS 3114 - Winning white/blue Douglass. Dry sailed. Fully race Eq. Window M&J/Spin. Internal outhaul, mast hinge, compass, shimmed trunk, 2 anchors, 2 spin.poles, paddles, lifting bridle, towing bridle, motor mount/bracket and cockpit cover. Galvanized tilt/trailer & 2 extra tires. \$500.spare eq. Raced 7 times in last 3 yrs. Excellent condition. Island Park, LI NY \$4100. (516) 897-7471.

FS 3799 - Built 1982 by Gordon Douglass Boat Co. Dry sailed fresh water only. Excellent condition with galvanized trailer - all hardware top quality, Harken Boom type cover. Asking \$4200. Can be seen by appointment at Lake Hopatcong. Call 201-398-1954.

FS 4133 - 1985 Douglass, white hull and deck. Dry sailed on lake only. Main and Jib in excellent condition. Spinnaker unused. Has engine mount, cunningham rig, whisker pole, tee nee trailer. All in very good condition. Asking \$4,000. Ken Kammer, Florence, SC (803) 662-7251.

FS 4312 - 1987 Douglass. Silver hull, off-white deck, blue boot top and cove stripe. Tee-Nee galvanized trailer, mahogany centerboard cap, Schurr sails, spinnaker, mast pin, internal outhaul, Waco 360, lifting bridle, outboard motor bracket, and blue cockpit cover. \$4500 - must sell! Call Rick VanHoose in Ashland, KY. (606) 928-0230.

FS 4751 - White Deck/Hull with Blue Trim Schurr Sails/Spinnaker/Pole - Full Mooring Cover 4 Hp Johnson Outboard/Mount - Galvanized Hercules Trailer Lightly Sailed only on Lake LBJ, Texas. Dry Moored on Dockside Lift (Lift also available) Mint condition - Asking price \$9,100, Lift \$700 Call W. F. Neely - 210-615-5200.

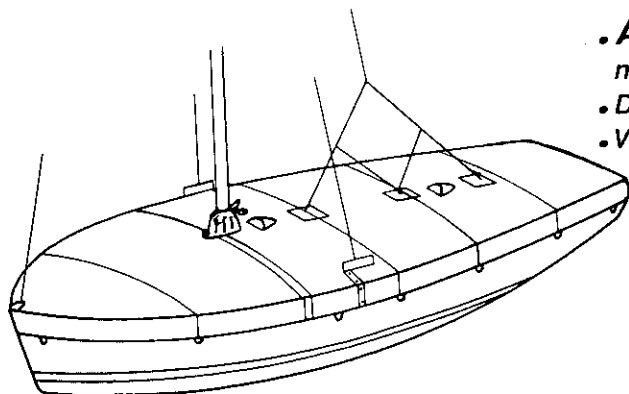
FS 4819 - Race ready aqua/white 2 sets North Sails, main, jib, spinnaker, one set brand new. Motor mount, cruise and carry 2.7 H.P. compass, full skirted cover, transom port, flotation bag, trail-master trailer \$9800, Richard Haviland, (810) 625-6051 after 5 pm.

FS 4850 - 1992, Light blue with red stripe. Standard racing package, Schurr sails, spinnaker, galvanized trailer with spare tire, mooring cover. Only in water one season. Stored inside. (In Fort Wayne, In. call (219) 436-3063.

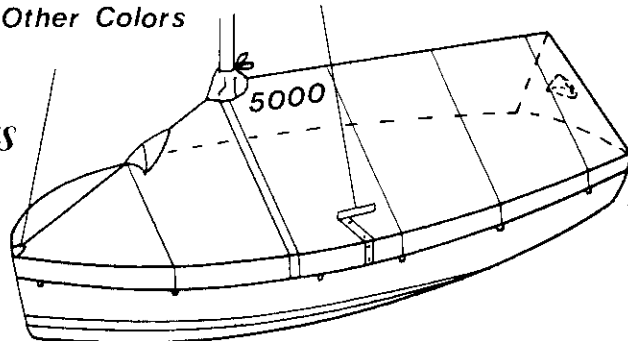
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Capitol District						
	4944	Jennifer Williams & William C. Jacob	5993 Camelback Ln.	Columbia	MD	21045
	3773	W. Cole & Ann Riggs	110 W. George St.	Milford	PA	18337
42	3631	Earl A. Reese	18495 Queen Anne Rd.	Up. Marlboro	MD	20772
42	4741	Tom Palagano	PO Box 2542	Rockville	MD	20847
42	5011	John C. Webb	6000 Pinehurst Road	Baltimore	MD	21212
137	3210	Jack Fay	1733 Bradford Terrace	Portsmouth	VA	23704
155	-2406	Roger C. Sage	2518 Providence Cr. Rd.	Richmond	VA	23228
155	4912	William A. Vogel	8317 Kraft Court	Richmond	VA	23228
163	2857	Mark Kelley	1625 Russett Road	Orefield	PA	18069
Carolinas District						
	0037	Jim Harding	8008 Hollander Pl	Raleigh	NC	27606
	5021	Richard W. & Carol Bell	375 Puddin' Ridge Rd.	Moyock	NC	27958
	5022	Richard M. & Joan Eckert	48 Lighthouse Way	Salem	SC	29676
27	-0961	Jarnes A. Knopp	424 Crescent Ct.	Raleigh	NC	27609
48	co0619	Gaines H. Limer	937 Baron Rd.	Weddington	NC	28173
48	5008	John C. Muller	615 E. Broad Street	Statesville	NC	28677
48		Tim Nagen	2225 Shenandoah Ave.	Charlotte	NC	28205
48	0596	Shep Jones	233 Wales Avenue	Charlotte	NC	28209
48	4631	Bruce Juel	4621 Blinwe	Gastonia	NC	28052
71	co1581	Baxter Gordon	220 Lewis Avenue	Salem	VA	24153
126	2252	David Wesley Young	116 Ariaro Drive	Greensboro	NC	27455
Greater NY District						
		Richard Prevete	59-01 Grand Avenue	Maspeth	NY	11378
	3967	Stephan Isar	71 Smith Hill Road	Monsey	NY	10952
		Steven M. Hedges	42 Sport Hill Parkway	Easton	CT	06612
		Jeffrey D. & Linda Lines	32 Haines Cove Court	Toms River	NJ	08753
		Larry Marin	1009 N. Ontario Avenue	Lindenhurst	NY	11757
		John Liffin	1 Iroquois Avenue	Landing	NJ	07850
	3981	Bob Fletcher	63 Rocky Road East	Harwinton	CT	06791
		Anthony Caputo	277 Tahlulah Lane	West Islip	NY	11795
7	2768	Brian A. Warner	14 Arnold St.	Old Greenwich	CT	06870
7	3186	David H. Ayres	33 Weeskum Wood Rd.	Riverside	CT	06878
31		Patrick Jurczak	237 Cedar Island Drive	Brick	NJ	08723
157	0299	Art Bailey	43 River Drive	Tom's River	NJ	08753
177		Neal E. Robison	37 Long Hill Farm	Guilford	CT	06437
Gulf District						
	4976	Richard A. Dimenna	542 Waterford Drive	Evans	GA	30809
	0086	Stephen Miller	3008 Fairmont Drive	Panama City	FL	32405
	co0086	Steve Hast	401 Michigan Avenue	Lynn Haven	FL	32444
	1666	Seth Young	3784 Kearney	Memphis	TN	38111
13		Lindy Silverman	6018 Constance Street	New Orleans	LA	70118
13		Kent Overbeck	2595 Boston Branch	Signal Mtn.	TN	37377
75		Matt Gregory	7743 Village Way Drive	Hixson	TN	37343
102	4973	Billy Mason	1607 Cherry Street	Panama City	FL	32401
118	4163	Current Skipper FS#4973	PO Box 1327	Fairhope	AL	36533
118		Paul E. Traccarella	3881 Ripple Leaf Circle	Birmingham	AL	35216
118		Bill Powers	5 Montrose Circle	Birmingham	AL	35213
118		Charles James Grant	3412 Old Wood Lane	Birmingham	AL	35243
127	4890	Tony Reed	219 Long Valley Road	Brentwood	TN	37027
133	-2277	Frederick Church	19 Chimney Sweep Ln.	Little Rock	AR	72212
133		Current Skipper FS#4458	2004 N. Garfield	Little Rock	AR	72207
Michigan-Ontario District						
	1177	Roland Berner	1502 Edgewood	Royal Oak	MI	48067
	4850	Cynthia S. Menzie	11430 Welsford Court	Fort Wayne	IN	46804
	3395	Robert Paddy	404 W. Main	Spruce	MI	48762
20	4898	Keith Helfrich	647 Vinewood	Birmingham	MI	48009
Midwestern District						
	-0196	Current Skipper FS#0196	3006 Sherwood Rd.	Boyet City	MI	49712
	0241	Charles MacKenzie	2442 Rice Street #194	Little Canada	MN	55113
		Bob Brennan	1413 Hlawatha	Beaver Dam	WI	53916
	1724	Barry Posteric	945 Lockwood Court	Batavia	IL	60510
83	2291	Jack Walsh	7222 Princeton Avenue	Univ. City	MO	63130
95		Carol Johnson	1584 Duluth St.	St. Paul	MN	55106
114	co0419	Hal L. & Lisa Wilson	11155 Bayberry Avenue	Roscoe	IL	61073
135	co3683	Dr. Wil Thielemann	1505 Eastland Dr Ste 310	Bloomington	IL	61701
137	4749	David & Beverly Stittsworth	POB 66, 219 Peoria St.	Lincoln	IL	62656
140	3163	Greg Stark	11510 53rd Avenue N	Plymouth	MN	55442
New England District						
	2581	Bruce Wilhelm	11 Southfield Drive	Nashua	NH	03060
		Walter McKay	6 Pequot Road	Wayland	MA	01778
		Everett L. Paluska	4 Esther Avenue	Ellington	CT	06029
77		William B. & Nancy Stearns	732 Federal Furnance Rd.	Plymouth	MA	02360
156	1904	Dr. Richard E. Gegerwarth	334 North Dennis Road	Yarmouth Port	MA	02675
172	4978					
N.Y. Lakes District						
		Thomas M. Threlkeld	14 Lincolntown Drive	Clifton Park	NY	12065
N.Y. Lakes District cont'd.						
43		John Kupsh	7550 Northfield Lane	Manlius	NY	13104
161	4407	Clark Cooper	2213 Lynnwood Dr.	Schenectady	NY	12309
Ohio District						
	3570	Nicholas DeSantis	1240 Cresent Heights Rd.	Marion	OH	43302
		Cory & Jane Lash	1427 Woodhurst St.	Bowling Green	KY	42104
		Bob Stordel	415 E. 4th St.	Newport	KY	41071
1	3462	Doug Fisher	1734 Surman Avenue	Dayton	OH	45403
80	3938	Biane M. Puskaric	202 Cresswood Drive	Elizabeth	PA	15037
Pacific District						
	4917	Wayne Johnson	13877 Upper Hill Court	Saratoga	CA	95070
40	3640	Jayne Morris	1058 Perkins Way	Sacramento	CA	95818
40	3488	C. Michael Yovino-Young	2716 Telegraph Ave.	Berkeley	CA	94705
100		David A. Gilles	1911 Duportail Road	Richland	WA	99352
Prairie District						
83	1962	John Wiegand	2533 High Ridge	Jennings	MO	63136
141	-0923	M. J. McKeever	4455 Glencove Place	Boulder	CO	80301
Texas District						
	1220	Robert E. Hightower	1926 Pepper Hill Way	Houston	TX	77058
		Bob Hower	2109 S. Birmingham Ct.	Tulsa	OK	74114
		Daniel J. Treadwell	7800 San Felipe Blvd. #1605	Austin	TX	78729
23	0925	Paul Havener	6624 Ridgeway Circle	Dallas	TX	75240
23	4757	Rosalind R. Bowen	3545 Ainsworth	Dallas	TX	75229
23	4500	John M. Diggins	734 Bruton Lane East	Mesquite	TX	75149
23		Estrella Barrett	14100 Montfort Drive Apt 4214	Dallas	TX	75240
Florida District						
	0234	James A. Keller	32581 Lake Shore Drive	Tavares	FL	32778
		Chip Reid	10628 Rie Hermosa	Delray Beach	FL	33446
	5020	Michael Chapman	1100 NW 93 Terrace	Pembroke Pines	FL	33024
131	2429	Barry Bobek	4752 Seaboard Avenue	Jacksonville	FL	32210
167	2031	Dick Prentiss	902 S. Jade Drive	Key Largo	FL	33037
167	4982	Arthur B. Cortazzoli	204 Atlantic Boulevard	Key Largo	FL	33037

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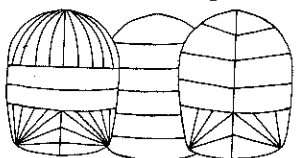
Name _____ Phone _____ Sail # _____

<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White	
<input type="checkbox"/> Main & Jib	\$896	<input type="checkbox"/> Spinnaker Triradial/Biradial	\$450
<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut	\$350
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle	\$35
<input type="checkbox"/> Mainsail Reef	\$35	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets	\$12.50
<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials	\$80
		<input type="checkbox"/> Teltale Window each	\$10
		<input type="checkbox"/> Vision Window each	\$15
		<input type="checkbox"/> Mainsheet Retainer	\$8.50
		<input type="checkbox"/> Mainsail Cover	\$70
		<input type="checkbox"/> Deluxe Tapered Battens	\$22.50
		<input type="checkbox"/> Jib Batten Window	\$15.00

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| Green | FL- Orange |
| Dk. Blue | FL-Raspberry |
| Red | |



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