

Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XL NUMBER 3 MAY/JUN 96



We Have Met The Competition

And He Is Us.

North Sails Perform

North Sails dominate '96 Midwinters - North sail designs are 1, 2, 3 in Championship Division and 1, 2, 3 in Challenger Division.
Congratulations to Kelly Gough and crew for another Championship win and to Vin Sweeney and his crew on their victory in the Challenger Fleet!!

A ne
the 1995
ters (1
the

Midwint
and T
G

We are proud to have helped so many championship teams over the years - with the fastest sails in the fleet and the unbeatable service that helps keep them that way.

Fast Sails. Friendly Service.



North Sails One-Design Southwest *Bill Draheim* 106 S. Goliad • Rockwall, TX 75087 PH: (214) 771-7888 FAX: (214) 771-7887
North Sails One-Design Central *Greg Fisher* 330 W. Spring St. • Columbus, OH 43215 PH: (614) 221-2410 FAX: (614) 221-1228
North Sails One-Design East *Brian Hayes* 16 Lincoln Ave. • Marblehead, MA 01945 PH: (617) 631-5147 FAX: (617) 639-2461
North Sails One-Design West *Eric Doyle* 1111 Anchorage Lane • San Diego, CA 92106 PH: (619) 226-1415 FAX: (619) 224-7018
North Sails New Orleans *Benz Faget* 1716 Lake Ave. • Metairie, LA 70005 PH: (504) 831-1775 FAX: (504) 831-1776

CONTENTS

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

Terry Dees-Kolenich*
4 Navy Lane
Spanish Fort, AL 36527
(334) 626-7175

SECOND VICE-PRESIDENT

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

COMMODORE

Bernard A. Knight*
460 Inverness Court
Hudson, Ohio 44236
(216) 342-3541

TREASURER

James B. Harris
775 Haw-Thicket Lane
Des Peres, MO 63131
(314) 966-8404

SECRETARY

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

IMMEDIATE PAST COMMODORE

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

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

Scots n' Water

Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.

May/June 1996

Volume XL Number 3

- 5 Remembering John Pridmore
- 7 Letters to the Editor
- 7 From the Editor
- 9 Mallory Cup
- Florida District Report**
- 11 CGSC Annual Regatta
- 12 Rudder Club Fleet 131
- 13 Labor Day Regatta
- 14 Gator Bowl Regatta
- 15 Seminole Sailfest
- 16 Fleet #7 Founders Cup Regatta
- 16 Cajun County Championship
- 17 Learning to Sail
- 20 15 Races Completed-For the 1995 New Jersey F/S Championship
- 21 1995 Ephraim Regatta Results
- 21 Carpenter is Repeat Winner at Harvest Moon Regatta
- 22 1995 Clear Lake Challenge Cup
- 23 Starting Line
- 25 Flying Scot New Membership
- 26 Caveat Emptor

ADVERTISERS

- | | |
|---------------------|-----------------------|
| 2 North Sails | 13 Fowler Sails |
| 4 Flying Scot, Inc. | 14 The Sailors Tailor |
| 6 Midwest Aquatics | 15 Selby Bay |
| 8 Wanenmacher | 18 Starboard Software |
| 8 A to Z Embroidery | 22 Sailing Angles |
| 10 Rooke Sails | 27 Schurr Sails |
| 12 Sobstad | |

Scots n' Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 3 Subscription is \$8 a year included in annual membership dues. Second class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, **October 15;** March/April issue **December 15;** May/June issue, **February 15;** July/August issue, **April 15;** September/October issue, **June 15;** November/December issue, **August 15.**

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to Scots n' Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

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.

FLYING SCOT®

Parts ... When your boat needs a part, Flying Scot® Inc. has it and we'll ship it within 24 hours! We also supply covers, trailers, and other accessories designed and built specifically for Flying Scots. All Scot owners are automatically on open account.

New Boats ... We build new Scots to order and take used Scots in trade.

Repair & Refurbishing ... We offer factory repair or refurbishing for your Flying Scot.

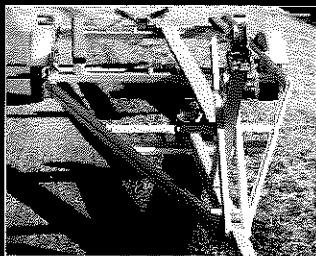
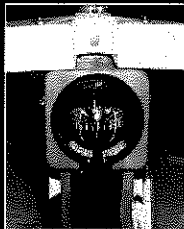


Aquameter Sailor II Compass and Mount...

Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. \$59.00

Plastimo Contest Tactical Compass and Mount...

3 $\frac{5}{8}$ " card — read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. New, lower price for 1996, complete. \$220.00

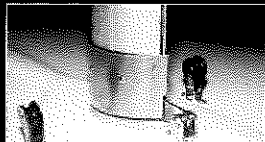


Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). \$1510.00

Stainless Steel Mast Sleeve...

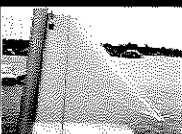
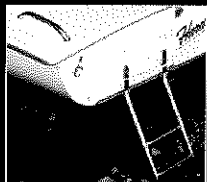
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. \$125.00



Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. \$103.50

Swim Ladder... Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners. Ladder \$110.00
Grab Rail \$27.00



Mainsail Flotation... For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight is approximately 2 pounds. Price complete. \$125.00



Flying Scot® Shirts & Caps ...

Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit.

The perfect summer cap — In four great colors! Made of Poplin with Flying Scot Sailboat embroidery.

Sizes S-XXL

One Size Fits All

A. White with Flying Scot Insignia embroidery \$28.00
B. Navy with Flying Scot Sailboat embroidery \$28.00

C. Teal Plaid w/ Teal Bill \$9.00
Navy Plaid w/ Red Bill .. \$9.00
D. Bright Red \$9.00
E. Royal Blue \$9.00

Spinnaker Pole... 1.5" dia. pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip. \$170.00

Motor Bracket... Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template. \$110.00

Forespar Stay-Set Tiller Extension... 40" fixed length painted white aluminum tube with black sponge grip and ball end. Stay-set end holds the tiller extension exactly where you leave it. Price complete. \$53.00

Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube with black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. \$42.00
Clip to hold extension to tiller \$1.80

Ronstan Telescopic X-10 Tiller Extension... 29" to 48" telescopic, same construction as fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. \$70.00
Clip to hold extension to tiller \$2.25

Bow Flotation Bag Kit... Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. \$49.00
Replacement bag only. \$36.00

Transom Port 4" ... Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Loaner hole saw available. \$8.25

Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa or Master Card accepted.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 • FAX 301-334-8324
E-mail: FSCOT HEC@aol.com

Monday-Friday, 8am-4pm and Saturday, 9am-11am
Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.

Remembering John Pridmore

by Dave Jacobsen, FS 4937 President

I became acquainted with John Pridmore and Trever Davey, his sailing partner, in 1987 at a Connecticut regatta. As the sailing season progressed, I would see John and Trever at regattas and would call John, Trever, and visa-versa. John was quite patient with me, correcting my error of identity and mentioning that it was alright. After a year of this, he became just a little bit annoyed and said, "Damnit David, I, am John and he, is Trever" This was the beginning of my friendship with John.

John was very active in the Flying Scot Sailing Association and gave much time to his love of the boat and sailing. He was in this country due to the fact his firm had commissioned him to "The States". The stories that John shared with his sailing contemporaries were of sailing English boats on smaller lakes and the difference in the regulations and approach to sailing. However, it was always clear, that sailing in England or Europe was different, not necessarily better.

He was so enthusiastic about any sailing, that no matter where it was, what the weather was, what language people spoke, or what kind of boats; it was all, very well a great time.



John Pridmore accepting the Scots N' Water photography Award, Dallas Texas 1995. John was a big contributor to Scots N' Water and to the Flying Scot Class. His work with the Special Olympics didn't stop once the event was over. He put together the wonderful articles and pictures we all saw in the magazine. I will greatly miss John, both as editor of Scots N' Water and personally. We had many talks about sailing and the joy we found with boats and people. - Sunshine Hartman

In 1988 John's career took him back to England. It was a major disappointment to me and a great loss to the class. One evening, I received a call from John before he and Margaret left for England. He asked me to complete his term as the

Greater N.Y. District Governor. Personally, I felt that John would be a tough act to follow. I also felt that the responsibility and duties of being governor were beyond the scope of my abilities. In our discussion, John, who always had a way of instilling confidence in those who needed it, was successful with me. I took over as Governor, John and Margaret sold their Scot and went back to England. Sailing in the Greater New York District was not the same, John was surely missed.

Fortunately for the Greater New York District and the Flying Scot Class, not to mention me, John and Margaret were to be assigned back to the states by his company. They bought another Flying Scot and settled back into the groove of sailing with the Yanks.

On occasion, I would crew for John. It didn't matter if he was winning or doing badly, his attitude was always the same; positive. When the sailing became intensive, he would defuse the tension by singing W.W. I songs like "The White Cliffs of Dover", "When the Lights Go On Again" and "It Won't be Over Till It's Over, Over There". It was wonderful, being in a Scot, racing, and singing at the top of our voices.

Continued on page 6

REMEMBERING JOHN

Continued from page 5

We were comrades, linked together. These were great times and will always be with me.

John loved competitiveness but was one of the best sportsmen I've ever met. A good example of this was at last year's Nationals in Dallas. As we all know, Dallas was very hot, had little wind and what wind there was was shifty. During one race, the course had to be changed. There was confusion with the two fleets and moving marks. John came across the finish line first in the Challenger fleet but was not finished. His comment was, "It was a difficult day with the heat for the sailors, a difficult day for the race committee with the wind, and things happen but, it was a great day of racing. It's all fun." There was no anger no "Should-have, could-haves" from John, he was there to sail, see people, and have fun. He was awarded the NAC's sportsperson award. Yes, John

was a serious sailor and a great sport, but the most important issue to him was to keep the fun in the sport.

John gave much of his time and his Scot to the 1995 Special Olympic World Games. It was the first time that the SOWG's had had a sailing venue, so much planning had to be done and many volunteers were needed. Many people, including John gave an all out effort and the event was a tremendous success.

In remembrance of John, Margaret, his wife and Clair, his daughter requested rather than send flowers, if anyone wished, they could send donations to the Special Olympics International Sailing Association (SOISA). To date, almost \$14,000 has been collected. John received and gave tremendous respect to sailing and the Special Olympics.

Those of us who knew John, will never forget him. He is probably sailing with the likes of Sandy Douglass, Jack Orr, and Bill Singletary... fair

winds and gentle breezes, John. Thank you for being you, and letting us get to know you. You shall be greatly missed. ▲

Anyone wishing to contribute, please send your check to SOISA c/o Dave Jacobsen, 376 Old Sherman Road, Woodbury, CT 06791

Midwest Aquatics

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
313-426-4155 Fax 313-426-5532

NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from **Midwest Aquatics**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

OUR NEW SCOTS are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A **Midwest Aquatics** Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Aquatics'** one year warranty. Call us today for our current listings.

BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

SAILING SPECIALISTS. **Midwest Aquatics** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Compac*. Please call or fax us for details and prices today.

WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.

Letters to the Editor

DEAR FRIENDS:

May I, through Scots n' Water, thank all of the many fellow Scot sailors who have given such great support to Claire, Tom and I following John's death. We have received so many messages that it would be very difficult to acknowledge each one individually. Your condolences and kind thoughts have given us much comfort during this difficult time.

Our thanks also go to all the individuals, fleets and organizations who have made donations to the Special Olympics fund established in John's memory. Your response has been overwhelming; many would-be sailors will be helped by your generosity.

Although many of you may have heard me declare that the only boat I will sail has to be the size of the QE2, I hope that I will not lose touch with the many good friends we have made through sailing. You will not see me on the starting line but hopefully you will see me on the shore.

My thanks to you all,
Margaret Pridmore
FS 4619

DEAR SUNSHINE:

Scots n' Water's new type is pleasant. Thanks for the change.

Perhaps another change is in order. Sandy Douglass has been dead almost four years. Some of our new members never had a chance to meet him and not much opportunity to learn about this remarkable American. Could you please change the credit on page 3 to read as follows:

Designer
Gordon K. Douglass
1904 to 1992

That will at least give folks who don't know much about Sandy an idea about his long life. Readers who want to learn more about him might enjoy his autobiography, *Sixty Years Behind the Mast*, published in 1986.

Somehow "DESIGNER (deceased), Gordon K. Douglass" fails to express the vitality of our boat and class. I hope my recommendation is in good form and is appreciated by others.

Another facet of the last *Scots n' Water* that I really appreciated was the photography by Tony M. Powers. Were the "Floatographs" taken from a hot air balloon? That perspective is most interesting.

Thank you for your many efforts and dedication to our class association.

Sincerely,
Al Rees
Fleet 153

ED-

Thank you for your wonderful compliments and your letter. I will bring your thoughts up at the Midwinters meeting regarding mentioning the proposed change. The photographs or "Floatographs" by Tony M. Powers in the Jan/Feb issue were taken by a remote camera that is "floating" within a balloon, if Mr. Powers has the same equipment that I saw at the 5th

Annual Glow in the Dark regatta. It is fascinating to see things from a different angle and I really appreciate the efforts of Starling Gunn to gain permission for these photos to be printed in *Scots n' Water*.

DEAR SUNSHINE:

The picture on the cover of the Mar./Apr. edition was very good.

One question however. I thought the by-laws prohibited hiking in the manor demonstrated by the forward crew member on FS2804. Is "Droop Hiking" permitted. I thought that was a thistle thing!

Please advise.

Regards
Peter Sayia, FS4000

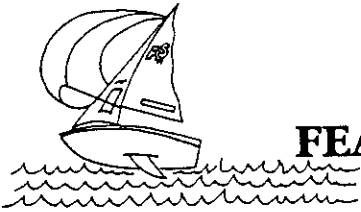
ED-

Any comments folks - How do you hike - What are the rules? I've seen lots of people hiking like that at the WAC'S and other major regattas. I can't or won't. I'm afraid I'll 1) fall out of the boat, 2) can't get back in!

From the Editor

This issue highlights the Florida District and once again, I really want to thank Cal Hudson. He has always been very helpful and supportive of Scots N' Water and has put in hundreds (maybe thousands) of hours to help the class and build Fleets in his District. He and his lovely wife Anita were some of the first people I met when I started sailing Flying Scots many years ago. From his article, it sounds as if we will be having the pleasure of a second generation of his family in Scots, in years to come. A big thank you Cal, Anita, Charlie Fowler, John Hamilton and all of the Florida District.

I have been very pleased with the articles that I have been receiving from women. I hope to hear from everyone. The women are becoming nicely vocal. I'm sure that it helped with the (almost) all women's team sailing the America's Cup. That publicity helped sailing and women within the sport. This month I received for the first time an issue of "Take The Helm" which is a publication of the National Women's Sailing Association that has news for and about women who sail. I found it very good reading and they have a program to help enhance the lives of teen girls through sailing, and several other worthwhile projects. Anyone interested, their phone # is 1-800-566-6972. ▲



"AT LAST" A "One Design" Insurance Policy Custom Tailored

For the Active One Design Racer

FEATURING:

Call John or Judy at
Wanenmacher Insurance
 Agency
 19120 Detroit Road
 Rocky River, OH 44116
 (216) 331-0351

- Low cost, same rates coast to coast-
- No old age surcharge, surveys **not** required-
- All risk coverage, agreed value policy-
- 12 month coverage for unlimited navigation and trailering in continental U.S. and Canada- including, \$300,000 marine liability, \$1,000 medical payments, \$10,000 uninsured boater coverage-

Underwritten By One of North American's Premier Marine Underwriters
 "For Racers By Racers"

THE NEXT BEST THING TO A NEW FLYING SCOT!

EXQUISITE JACKET WITH A 70 THOUSAND STITCH FULL-BACK EMBROIDERED DESIGN OF YOUR *FLYING SCOT*

INDIVIDUALLY MADE, YOU SPECIFY THE COLOR OF YOUR BOAT AND THE NUMBER ON YOUR SAIL, MAKING YOUR JACKET A ONE-OF-A-KIND
ALSO, THE FLYING SCOT NAME AND INSIGNIA ARE EMBROIDERED ON THE LEFT CHEST

POLAR FLEECE LINED 3-SEASON JACKET

- ◆ Similar to, but much nicer than *LL BEAN* or *LAND'S END* brand
- ◆ Wind-proof taslan nylon shell; 460-gram fleece lined; lined stand up collar; Hip length.

THE SAME LARGE EMBROIDERED DESIGN IS AVAILABLE ON A HEAVY WEIGHT SWEATSHIRT

JACKET BODY COLOR / LINING COLOR / TRIMCOLOR / SIZES

- ◆ Deep navy / heather grey / deep navy / S-3XL
- ◆ Spruce green / deep navy / plum / S-2XL
- ◆ Bright red / deep navy / bright red / S-2XL
- ◆ Black / heather grey / black / S-3XL
- ◆ SWEATSHIRT COLORS: WHITE, ASH, NAVY

- ◆ JACKET WITH EMB. BACK & CREST.....\$94.95
- ◆ SWEATSHIRT WITH FULL EMB. FRONT\$49.95
- ◆ PERSONALIZATION ON RIGHT CREST OF JACKET UP TO 3 LINES OR 27 CHARACTERS\$5.00

| <u>SHIPPING & HANDLING: ORDER AMOUNT</u> | | <u>CHARGE</u> |
|--|--|---------------|
| UP TO \$50.00 | | \$5.50 |
| \$50.01-\$100.00 | | \$6.50 |
| \$100.01-\$150.00 | | \$7.50 |
| \$150.01-\$200.00 | | \$9.50 |
| \$200.01-\$500.00 | | \$12.00 |



A to Z Embroidery

P.O. Box 758
 Williston, VT 05495

FOR ALL OF YOUR
 EMBROIDERY NEEDS

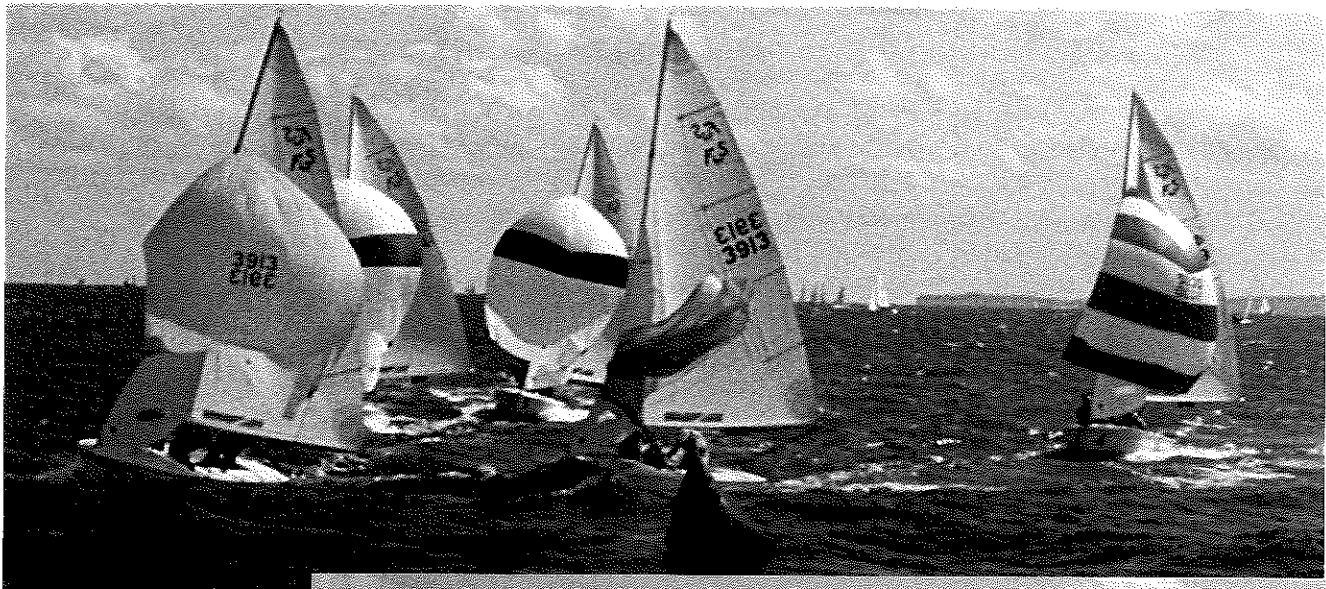
(800) 892-6502

OR

(802) 879-1779

Mallory Cup

Taylor Smith



Three boats were virtually tied for second place going into the tenth and final race of the 1995 Mallory Cup Regatta. The leader of the regatta was a few points ahead of the pack, and we were a few points behind. To improve our standing we knew we had to dig in and do as well as possible, for there had been very close competition and refined tactics throughout the four days of racing.

We rounded the weather mark of a windward-leeward course (the second of three times around) in fourth position with a group of three boats that we were trying to catch (point wise) right behind us. They, no doubt, were fairly preoccupied with each other, which only intensified the racing dynamics.

As we approached the leeward mark, we opted for the inside lane to hopefully, claim buoy room when we got there. For a spinnaker take down,



Continued on page 10

MALLORY CUP

Continued from page 9

one normally talks over the idea of when to do it with the skipper. This didn't seem to be the time to have a little chat with my skipper Gary, for we were in a dead heat with a boat to starboard, trying to make sure we would maintain an overlap and get room at the mark.

I saw the mark getting close, I looked across at my counterpart on the other boat, hoping to get a wink, a nod, or some sign of a preliminary action that was initiating a takedown for them. He wasn't looking at the mark, and he wasn't looking at me, he was just sailing, which I was doing as well.

After ten races in the Mallory Cup, not to mention the many races of the qualifiers, teamwork becomes frighteningly automatic. Everyone knows what everyone else is doing. Without a word, (O.K. maybe it was indecipherable screaming), I ran for the

chute while Gary and Lynn executed the jibe. The jubilation of hearing Gary bellow out to the other boat, "buoy room" will last with me for some time. We rounded the mark cleanly, and hardened up for the next leg.

The guys next to us lost their spinaker into the water as they went wide at the mark. The intensity of parity makes the fine lines a little finer.

My sister Jennifer R. Smith was there to take pictures along with another great photographer David Ryan and put together this little collage of "Mark Rounding in Stiff Competition". Pictured in the photos, in order of rounding are: Gary Powell with Lynn Phipps and Taylor Smith, Jim Ghiek with Fletch and Steve Avery, Bryce Dryden with Jennifer Beam and Jeff Eiber, Bill Barton with Jim Cunningham and Steve Fentress, and Benz Faget with Kelly Seymore and Rory Hebbler. These photos truly show the benefit of taking the inside

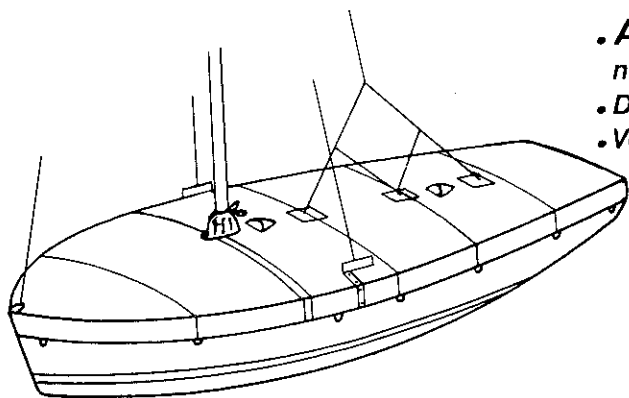
lane, for not only did we make out, but notice in the second tier, Bryce Dryden in the striped chute comes out on top as well. ▲

RIVERSIDE YCS GREENWICH, CT 9/20-24-FLYING SCOTS

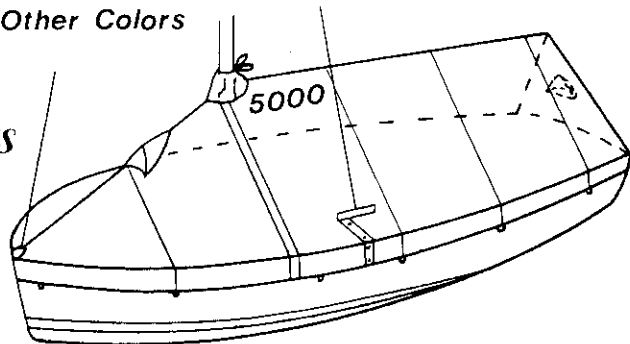
Mallory Cup

1. Bill Healy, Tim Healy, Adam Walsh, Niantic, CT (34.25)
2. Benz Faget, Rory Hebbler, Kelly Seymore, New Orleans, LA (41.67)
3. Bryce Dryden, Jennifer Beam, Jeff Eiber, Cleveland, OH (41.75)
4. Gary Powell, Lynne Phipps, Taylor Smith, Duxbury, MA 5. Jim Gluek, Fletch Avery, Steve Avery, Pewaukee, WI (44.75)

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



CGSC Annual Regatta

By Charlie Fowler, Fleet Captain; Fleet 90 (Miami, FL)

On October 14 and 15, 1995, the Coconut Grove Sailing Center in Miami, Florida, hosted the second event of the 1995-1996 Florida Series as part of the CGSC Annual Regatta. This is a multi-class regatta, with both One-Design and PHRF courses. The regatta was attended by seven Flying Scots altogether, but only six were scored as Dan Whittelsey somehow didn't get registered and didn't return for Sunday's racing. Racing was on Biscayne Bay, which usually offers a sea breeze, chop, tidal current and dolphins.

Saturday's start of 11:30 was pushed back to 12:45 due to light, shifting winds. The Race Committee did the proper thing by delaying the start because the wind was shifting 90 degrees. The weather forecast was for light air from the west until afternoon, when the wind would shift to the north-east at 15-20, which eventually happened. The sail to the start line was pretty, as the bottom was clearly visible in the calm water.

In the first race, Dick Slosar and Charlie Fowler were called back for being over the line. Dick managed to pick up a couple of good wind shifts and finished neck and neck with Jim Knorr, who lead around the course.

The second race started in 10 to 12, with Dick and Jim starting at the pin on port. Crew weight made a difference in this race. Jim and his daughter being the lightest had a harder time holding the boat down. As the breeze built up, Charlie and Nancy got faster, and almost nipped Dick at the finish line.

Sunday, John Hamilton and Donna Mohr and Charlie and Nancy were the only ones to appear at the start line.

We sailed the race in 18-21 with gusts to 25. When it blows this hard in Biscayne Bay, there is a pretty good chop. There is no way to just relax in these conditions. After the first race there was a unanimous decision to go in so that our guests from Jax could get packed up and head home early.

The Regatta was sponsored by Crook and Crook, who donated a \$5.00 gift certificate to everyone who registered, and by Hurricane Reef Beer, who donated two kegs of beer for Saturday night. There was a great jambalaya dinner at \$5.00 a plate

(lots of food!), and complimentary bagels, OJ and coffee each morning. The trophies were nice crystal mugs and there was another keg on Sunday after the races, all with no entry fee. We missed you, and you missed it!

The CGSC Annual Regatta is held the second or third weekend of October each year (hurricane or not). The weather is in the 80's, usually a good breeze, and a beautiful place to sail. Contact Charlie Fowler for the exact date, and for information on accommodations if you are interested in sailing in this event this year. ▲

RESULTS:

| Skipper | Sail # | Race 1 | Race 2 | Race 3 | Finish |
|------------------|--------|--------|--------|--------|--------|
| Dick Slosar | 4715 | 2 | 1 | dns | 3 |
| James Knorr | 4653 | 1 | 3 | dns | 4 |
| Charlie Fowler | 2068 | 3 | 2 | 1 | 1 |
| Rick Harty | 1684 | 5 | dns | dns | 6 |
| Karen Ryan Young | 1881 | 6 | 5 | dns | 5 |
| Jon Hamilton | 4202 | 4 | 4 | 2 | 2 |



Top 3 finishers from Florida Series Event #1 in Jacksonville: (from left to right) Gus Chenells with twin daughters, Bill Naylor, Charlie and Nancy Fowler

Rudder Club, Fleet 131

Jon Hamilton and Donna Mohr
Jacksonville, Florida

Last year, FSSA reinstated the Flying Scot Fleet 131 at the Rudder Club. For many years, the fleet had annually hosted the Sandy Douglass Regatta for Thistles, Highlanders, and Scots. In 1992, there were several Scots owned by Rudder Club members, but the boats were rarely raced. Gradually, activity has increased and we hosted Florida District regattas in October 1994 and September 1995. With three annual club regattas (River City in March or April, Labor Day, and Gator Bowl in December), there are several

opportunities for Scot sailors to race in North Florida. Jon Hamilton (352-392-2999 for messages) is the local fleet captain and can furnish information about upcoming regattas.

The Rudder Club purchased a used Scot for its adult sailing program last summer. Until then, the Club used Holder 14s for these classes. We have served as instructors twice using the club Scot and members' boats. Students remark on how comfortable the Scots are and fewer of them get discouraged from the difficulty of ducking under the low boom of the

Holder. We are on the lookout for more used boats for the sailing school—they don't have to be race-ready or anywhere near that shape.

Does anybody have any experience in using Scots in children's programs? How old or big does the crew need to be to handle Scots easily in moderate conditions? ▲

The wife Husband will be hosted by the Rudder Club in Jacksonville in 1997.

Sobstad



Sobstad

2832 Canon St.
San Diego, CA 92106

Telephone
(619) 226-2422
Fax
(619) 226-0682
E-Mail
sobsd@ix.netcom.com

Flying Scot Skippers

WE KNOW ONE DESIGN





1ST 1995 MELGES 24 GOLD CUP
1ST 1995 505 WORLD CHAMPION
1ST 1995 TARTEN TEN NATIONALS
1ST 1995 J-24 WORLD CHAMPION
1ST 1995 STAR WORLD CHAMPION
1ST 1995 SNIPE N.A. CHAMPION
OLYMPIC GOLD MEDAL STAR CLASS

Flying Scot Prices

Main \$ 450.00

Jib \$ 175.00

Spinn. \$ 345.00

-  Sails from the Sobstad one-design development center.
-  Sails from the Sobstad quality control system.
-  Sails with a Sobstad race winning pedigree.
-  Put the hammer down with a new set of Sobstad Sails.

Mid Winter Special \$ 920 per suit

Gulf Coast only Fla. Ala. Mis. La. Tx. call 1 504 283 4058

1-800-5-SOBSTAD

Labor Day Regatta Rudder Club, Jacksonville, FL September 2-3, 1995

By Jon Hamilton, Fleet Captain; Fleet 131 (Jacksonville, FL)
(with editorial comments by Anita Hudson)



Sunday morning in Jax: Charlie Fowler holds a clinic.

RESULTS:

| Skipper | Boat |
|------------------|------|
| 1 Charlie Fowler | 2068 |
| 2 Bill Naylor | 4334 |
| 3 Gus Chennells | 3059 |
| 4 Todd Stickley | 3008 |
| 5 Chuck Smith | 2636 |

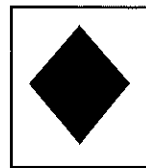
This was the first event of the 1995-96 Florida District series of four two-day regattas. Florida summer sailing often means waiting for the sea breeze and hoping thunderstorms don't arrive first. But an early front had come through, leaving behind great winds and sunny, pleasant weather. Both days saw winds of 12-15 knots out of the north. Twelve boats started the races. The 1st, 4th, and 5th races were modified Olympic courses, the 2nd was a triangle/windward-leeward/triangle/windward-leeward (yes, it was a bit confusing), and the 3rd race was a double windward-leeward.

Cal and Anita Hudson sailed only one race, and that was with their youngest crew, Corinne, who was 13 months old at the time. Core did well until the life jacket got too hot, then she started complaining, and didn't stop until she had her feet firmly

planted on dry land, and that @#Q#% jacket off!

Saturday evening the Rudder Club hosted a cookout of London Broil and chicken, preceded by an appetizer array which included at least 2 different varieties of olives, chips, salsa, cheese and crackers. Jon Hamilton nonchalantly flipped steaks and chicken pieces with one hand, while holding a drink in the other hand.

Sunday morning Charlie Fowler held a clinic on Scot racing.



Fowler Sails, Inc.

**Flying Scot mains, jibs, and tri-radial spinnakers
Custom canvas work, hardware, and sail repairs**

Our Specialty - Personal Service

Making fast sails since 1974

2210 N.W. 14th Street, 10
Miami, Florida 33125-2102
Phone (305) 638-8885
Fax (305) 636-2620

Gator Bowl Regatta Rudder Club, Jacksonville, FL December 9, 1995

The Rudder Club's Flying Scot fleet was the largest class at this one-day one-design regatta. Prindle 19s, Thistles, and open monohulls were the other classes. It was cold weather for Northeast Florida in early December, but the front brought no wind, just gloomy skies. We had to wait for wind after the scheduled start as a weak south-east wind backed to the north-northeast. After an hour, the wind was blowing at 4-6 knots and gradually increased over the rest of the day. Mohr and

Byles traded 1st and 2nd places in the first two races on a modified Olympic course. The 3rd race was a windward-leeward course. Mohr gained on the fleet on the downwind

leg after a slow upwind leg, enabling her to round the leeward mark just ahead of Byles. Then it was a tacking duel to the finish line with Mohr winning by a four-second margin. ▲

RESULTS:

| Skipper | Boat | 1 | 2 | 3 | Total | Place |
|--------------|------|-----|-----|-----|-------|-------|
| Donna Mohr | 4202 | .75 | 2 | .75 | 3.5 | 1 |
| Joe Byles | 2456 | 2 | .75 | 2 | 4.75 | 2 |
| Barry Felps | 3477 | 3 | 3 | 4 | 10 | 3 |
| Relle Lyman | 3008 | 5 | 4 | 3 | 12 | 4 |
| Joe Oliver | 1347 | 4 | 5 | 5 | 14 | 5 |
| Warren Keene | 2647 | 7 | 6 | DNS | 21 | 6 |

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

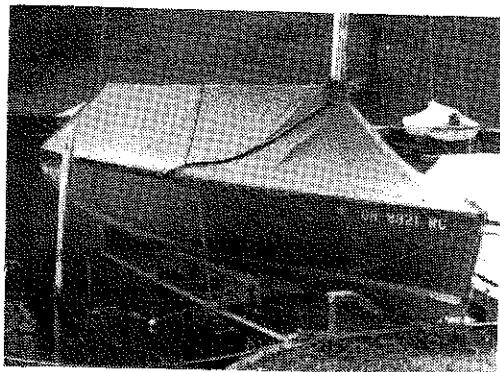
Here are the simple facts:

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 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

Seminole Sailfest Flying Scots Lake Monroe, Sanford, FL December 2-3, 1995

The 3rd stop on the 1995-96 Florida District Series was the Seminole County Sailfest (alias Citrusfest, Red Lobster, etc.) Ten Scots competed, five from the Florida District and five visitors from farther north. Overall attendance at the regatta was down significantly from earlier years, but there were still close to 500 boats.

Saturday was a beautiful Florida December day with temperatures in the 70s and wind! Lake Monroe has often been plagued by light winds for this regatta, but Saturday morning brought 10 knots out of the northeast. The lake is split up into seven different courses for the races. Scots shared a course with the displacement boats, the sport boats, Lightnings, Highlanders, and Buccaneers. Three modified Olympic races went off smoothly, with Frank Gibson taking the first race and Geoff Spencer (a former Florida sailor who now hails from LNYC) the next two.

Sunday morning, the wind had disappeared. There was just enough wind to get out to the starting line. Several of the courses never even started races. The first race was abandoned after a shift that turned the second leg into a beat. After the restart, the wind held to get everyone around the windward mark, but then it was slow drift with baggy spinners (see the photo in February *Sail*). The committee shortened the

RESULTS:

| Skipper | Boat | 1 | 2 | 3 | 4 | Total | Place |
|---------|------|-----|-----|-----|-----|-------|-------|
| Gibson | 4722 | .75 | 3 | 2 | 2 | 7.75 | 1 |
| Spencer | 2847 | 6 | .75 | .75 | 3 | 10.5 | 2 |
| *Fowler | 2068 | 4 | 2 | 4 | .75 | 10.75 | 3 |
| Cooper | 67 | 2 | 4 | 5 | 5 | 16 | 4 |
| *Naylor | 4334 | 3 | 7 | 3 | 7 | 20 | 5 |
| Ross | 1290 | 5 | 5 | 6 | 4 | 20 | 6 |
| Brake | 620 | 7 | 6 | 7 | 6 | 26 | 7 |
| *Mohr | 4202 | 8 | 9 | 8 | 8 | 33 | 8 |
| *Smith | 2636 | 9 | 8 | 9 | DNF | 38 | 9 |
| *Felps | 3477 | 10 | 10 | 10 | DNS | 42 | 10 |

* Florida District Members

race with a finish back at the windward mark. Charlie Fowler was first around the leeward mark and stayed in the lead to the finish. Frank Gibson rounded the leeward mark well back in the fleet, but sailed high above the course on the last leg. Out of the traffic and finding better wind, he worked his way up to second place at the finish. That performance was good for the first-place trophy since the race committee abandoned the last race in the dying breeze. Thanks to the Catalina and San Juan fleets for the tows back. ▲



Always-Ready boarding step

Safe, reliable way to get back in your boat. Easy to install on the rudder (under 10 min.) Easy to deploy even from in the water. Light weight and strong. \$29.95



Vang Guard

Mechanical fuse designed to release, thus preventing the boom from fracturing due to excess vang loads. Installs between boom vang bail and vang tackle. Kit includes two spare fuses. \$49.95

Master Helper

Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. Simple to rig. \$59.95

Checks payable to Selby Bay Sailing Center are accepted. Please include \$4.00 for shipping & handling. Satisfaction guaranteed. Maryland residents add 5% sales tax

Call (410) 798-4146 or write:

Selby Bay Sailing Center, 1032 Old Turkey Point Road
Edgewater, MD 21037

Fleet #7 Founders' Cup Regatta 7-8 October 1995

By Edward Davis- FS 2828



Fleet #7 was again pleased to host our 4th annual "Founders' Cup Regatta" on the waters of Captain's Harbor in Long Island Sound off Riverside & Old Greenwich, Connecticut.

Saturday saw grey skies and 10 knot winds out of the northeast. The race committee set different courses for the three races sailed. After the day's races, Fleet #7 hosted a bar-b-que on the beach of the Riverside Yacht Club. (RYC hosted the 1995 Mallory Cup - U.S. Men's Sailing Championship, contested in Flying Scots.)

Sunday morning greeted the sailors with blue skies and light winds which filled to a shifty northwesterly at 15

knots, which challenged the race committee to manage two windward/leeward courses.

The competitors relaxed after racing with a well deserved lunch and award ceremony, also on the RYC beach. A great time was had by all and we look forward to next October's Regatta with even more visiting boats.

RESULTS:

| Skipper | Boat |
|-----------------|------|
| 1 Jim Cavanaugh | 6 |
| 2 Josh Goldman | 3913 |
| 3 Forest Rogers | 4096 |
| 4 Joe Gulick | 4508 |
| 5 Dave Jacobsen | 4937 |

Cajun Country Championship

Lake Arthur Yacht Club and Fleet 153 hosted the FSSA Cajun Country Championship on 18 and 19 November. Nine Scots from Louisiana competed in the regatta, which had five races.

Jim O'Neal of LAYC, who chaired the race committee, managed the races with remarkable excellence which greatly gratified the competitors. The protest committee had no tasks.

The results were impressive in that four of the five races were won by different entries. The trophy winners were as follows. ▲

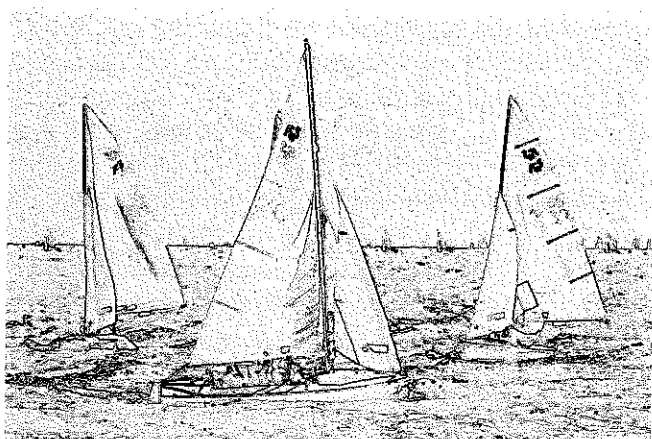
RESULTS:

| Skipper | Crew | | | | | |
|-------------|-------------|---|---|---|---|---|
| Rudy Fruge | Mike Linck | 3 | 4 | 2 | 1 | 1 |
| Al Rees | Mike Miller | 1 | 3 | 4 | 3 | 3 |
| Brian Dixon | Sam Trahan | 2 | 1 | 3 | 5 | 5 |
| M. Sullivan | G. Laurich | 6 | 2 | 5 | 2 | 2 |

Lake Arthur will be the site for the 1996 Cajun Country Championship, scheduled for the weekend before Thanksgiving. ▲

Learning to Sail

by Mike Palm (FS 1242, Fleet 1)



Around 1944, my parents sent me to Camp Minsi, a Boy Scout Camp on Lake Walenpawpeck in the Pocono Mountains of Eastern Pennsylvania. One of the activities was sailing. It was not much in demand by the campers. The director showed a few of us how to sail. He took us out on two sailboat types for a 15 minute demonstration and then turned us loose. There were no chalk talks or rigging explanations.

One of the boats was a Catboat. The mast was set forward for the single large sail. The other was a Moth. The Moth is a small version of the M Scow and just as lively. Its mast was in a position that looked more normal to my inexperienced eyes. If my first exposure had been only the Catboat, I doubt if I would have been hooked for life, at least not as soon or as bad.

I still get excited when I think about that boat: The way it sprang to life in the slightest breeze; The lap-lap-lap of the water under the flat hull as the boat was gliding out of the sheltered harbor; The way it accelerated in the un-sheltered waters; the way it responded to a light touch. Maybe it is the responsiveness that lingers best of all. Perhaps it is the same in human relationships of the loving kind. I know I loved that boat. I sailed every chance I got. I learned a lot

about diplomacy in order to get permission to go.

After that, there were regular events that involved sailboats. It never occurred to me that there was a need for further training of a formal kind. Since most of the events occurred in fresh water, tides,

currents and charts never came into play. At least not until the combined time on the water gave me the boat handling experience necessary to tackle almost any boat on fresh and salt water, none of which involved celestial navigation.

Looking back on it, there were times and conditions that should have warranted more caution, but let me make it perfectly clear, I never put myself nor my passengers at uninformed risk. I do not sail during "Small Craft Warnings". I follow the guidelines of Coastguard and local common sense rules of safety. On the subject of risk, there is no way to make sailing perfectly risk free. Having said that, I am not cavalier about boating or safety. I have heard God looks after fools. I have also heard He is a General Manager and does not have time to pay attention to details.

If I do something dumb, He may be involved in more important things and not notice the need to protect me from my own stupidity. On the other hand, I know of many good folks that did everything right and still were injured or killed while sailing. Notwithstanding, air travel and the three C Highway, on the way to the lake, is much more dangerous.

My attitude about people learning sailing is that apprentice seaman must put in the time to gain experience boathandling. There is no other way. It is necessary to try everything within the limits of the boat, you and the combination. It makes no difference the size, age or gender of the person with the will to learn. Alexander, the heroine of Alexanders Discovery, is a 98 lb. bundle of femininity, determination and courage. One of the best Thistle Sailors on Lake Cowan is a woman of good taste and gentle manners who has already had her biblical share of years. I'm 65 and just getting around to competitive racing.

I have survived a number of events on the water that could have gotten out of hand. My survival is silent testimony to the soundness of my approach and advice to others. You see, I was so enthralled with sailing during my first love affair with the Moth, that it never occurred to me single-handing was anything remarkable. That is the way I was allowed to learn. Yes, they turned us loose alone on a boat, but we wore life jackets, and the staff was close at hand. The Boy Scouts of America followed good safety rules. (Parents did not like to lose children at summer camp, back then, they would shoot rather than sue.)

Single-handing is the basis of all sailing. It is not remarkable, it is not risky. Sending an inexperienced sailor out with one or more passengers is a heck of a lot more risky for all the passengers, let alone the skipper. It is even more risky to send out an experienced sailor lacking common sense. Think about it. If the skipper is inexperienced or without sense, what is

Continued on page 18

LEARNING TO SAIL

Continued from page 17

he going to do if he capsizes; one passenger disappears between boat and the sail; one falls on top of the sail; and the skipper is standing on the centerboard like he is supposed to do. You should not take anyone out but yourself until you have a sound base of boat handling skills. Would you fly with a person on the first flight after six hours of dual training and one solo?

Many years ago, I sailed with an old salt who's home port was Ocean City, Maryland. He sailed a gaffe rigged three masted Bristol schooner. He had the boat rigged so he could control all the running rigging from the cockpit aft of the third mast. I was impressed at the manner and neatness of the lines within his reach, not the fact that he single-handed. Well, almost single-handed. He had a small black and white sheep-dog that sailed with him. Most of the time it slept on the skipper's bunk. The dog never came up on deck when strangers

were aboard with one exception. You see, the dog could not stand the sound of sails luffing. Any time they did he came up on the deck and barked at his master. It was the skipper's auto-sailor, his protection from falling asleep at the wheel. The way he could take passengers was that he could handle anything the boat would encounter, without the help of landlubbers. That is a responsible skipper.

The issue is not single-handing. The issue is that any sailor owes it to himself and his loved ones to become competent for ideal and worst-case sailing conditions before taking loved ones along for the ride. It bothers me to see adults risking the lives of the children based on recent boat ownership and the limited experience of a Red Cross or other "training" offered by local sailboat companies. Good as they are that preparation is inadequate. It is not the fault of the teachers, all of whom are competent.

My life was enriched in the summer of '95, by two young women who were aware of their need to get additional

make my Scot and myself available to them on demand. I made it clear that I would not push or play teacher's mind games. I would simply be there for them to use as a crew and to answer questions as it became appropriate. Much of the time, after they became confident of the boat and themselves, I would try to be as remote of the boat command or other activities as was possible. During spinnaker practice, for example, I would stand on the fan-tail behind the skipper, straddling the tiller, in order to give them a sense of being alone and in charge.

They were told that the responsibility for learning was with them. They were told they had to learn the wind and adjust the sails accordingly. "Where is the wind, what is your current heading, what is your intended heading and how should the sails be adjusted to complete that plan?" was the answer most often given to any question they asked while they had the tiller. I told them that all of their body was a wind indicator. Ears, hair, facial hair, arms, spider webs as well as all the visual clues. They got an explanation of the difference between indicated wind (telltails on a moving boat) and actual wind as indicated by the signs on the water.

Most of the time the important questions were asked by the sailors at just about the right time. One good example was a question about gibling the spinnaker. I could have given chalk talks at the beginning or during the expansion of their activities. It would not have taken. However, when it came up after the main was misbehaving on a shifty day, it was easy to show how easy it is to gibe the pole and relate it to intentional or unintentional gibe of the main. I was amazed how many times they asked the right question just before I thought I was going to have to bring up critical topics on the path of continuing development.

Separately, they made commitments to me and kept them without exception. On the day and time they said they would be there they were. They stuck it out for the season. One of them, in order to meet a personal challenge sailed eight of the last ten days before the lake was lowered. My commitment to them was to

SailingMaster[®] 2

2 Players Too Much Fun!

New **SailingMaster[®] 2** for Windows and Mac lets 2 human players race each other and/or a 10 boat fleet with prestart, wind shifts, choice of courses, color and much more. We guarantee that Sailing Master is the most entertaining and instructive sailing product you can buy.

MAKES A GREAT GIFT!
\$59.99
(plus \$6.00 shipping, \$15.00 overseas)

CALL TOLL FREE
1-800-607-7516
Extension 375
(U.S. and Canada only, 24 hours/day, 7 days/wk)

Other countries: FAX: 810-545-9049
with credit card number,
expiration date and shipping address.
Specify Macintosh or PC.



Features include: • 1 or 2 Players • Prestart
• 10 Boat Fleet • 10 Skill Levels • Sound
• Wind Shifts and Puffs • Bad Air Effects
• Sail Trim • Boat Heel • Adjustable Course
• Basic Rules Enforced • Easy-to-use Controls
• Multiple Views • And Much More

SYSTEM REQUIREMENTS

PC—Microsoft[®] Windows[™] 3.1, Windows NT, or Windows 95, 2-MB RAM, 2-MB hard disk space, 80486 or Pentium

RUNS GREAT ON WINDOWS 95

Macintosh—System 6.0.x or 7.x, 2-MB RAM, 2-MB hard disk space, 68030, 68040, or PowerPC

ACCELERATED FOR POWERMAC



STARBOARD SOFTWARE, Box 1462, Royal Oak, MI 48066
(810) 545-9928; FAX: (810) 545-9049
World Wide Web: <http://www.sailstar.com>, E-Mail: 71064.1031@compuserve.com

Continued on page 19

LEARNING TO SAIL

Continued from page 18

Boat-handling skills cannot be developed if the sailor never handles the tiller. Just flying the jib is not enough. Even with the spinnaker thrown in, it is a poor substitute. There seems to be self-fulfilling prophecies that the Scot is too hard to sail alone, especially if the sailor is a woman. To believe this is to show lack of respect for the designer, Sandy Douglass.

The Scot is the best boat, except for the Moth in which to learn to sail. It is the most honest and stable boat on the lake. I've had a lot of time in Lasers. In my opinion it is a poor boat in which to learn boat handling. So is the Sunfish. However both are great if the skills are already at hand. It is up to us to provide the best opportunities for the willing to teach themselves to sail.

Besides you can have a lot of fun going along for the ride.

Ann Alexander, the subject of Alexander's Discovery, was looking for a setting to reach back and forth at the opening between the two points of land leading to the center of the lake from the bait shop. The channelling of the wind, by the points, increases the wind velocity as would any venturi. She liked the speed of the boat in the slot and the feel of control she had on a reach. As she had not yet become adept at reading the wind "signs", I pointed and suggested, "Why don't we sail over to the duck blind and start there?" She said, "I don't see it. What is a duck blind?" I said, "It is a hunter's hide-out constructed of local materials so the ducks can't see it." She said, "It works."

Dr. Marcia Bellas (Associate professor of Sociology, UC), having a fine mind, was always finding it necessary to say to me, "...but you told me...!" She was correct. Early on I would give her an over simplified rule which I believed would be easy to remember. Marcia had a good memory but my

process allows a better illustration of the exception because it occurs at the time when the desire to know exists. Funny thing, neither of us can ever remember the numbering of the marks. (or what lap we're on.) We are having too much fun.

In the case of both sailors, I preferred to have them follow intuition and develop a process that was a self made custom fit. If either seemed to be moving towards an undesirable process, I would intervene. In one case I could see the process of changing the jib and body in a tack was not intuitively being resolved. So I took the jib position and had her put the boat thru a series of short tacks. I illustrated step-by-step the individual moves and what they were related to so that the process could be learned like a dance step. In the other case I detected a difficulty in reading the wind. That is a little harder to learn, but it is still a logical process. The wind must be studied if the sailors are going to achieve a safe level of skill or excel at boat-handling.

A couple of years ago, a friend of mine took me out on his Hobie to sail the waters around Corson's inlet, south of Ocean City, NJ. He sailed out of the harbor thru the inlet with its interesting currents and chop, and out to the ocean for a little surf sailing. On the way in he turned the tiller over to me. After we reached the harbor, he jumped out and swam to shore. The fact that I got it up on one hull and kept it there first time, is not a testimony to my Hobie skills. I had never been in one before. It is a testimony to the fact that he took the time to demonstrate, check me out and turn me loose. It is testimony to the way I had been "trained".

The main point of the article is to challenge all the sailors (any gender, size or age) that have a tad of boat handling ability to find a way to pass it on. I appreciate the folks that started me. I will never forget them. I feel a sense of duty to pass it on to any

that show the slightest glimmer of love for the craft.

Here is a suggested process. (Add rigging at the proper point of discussion.)

- A. Strip the boat of all rigging but the most simple. (Main and Jib only)
- B. Practice all wind positions, (Following steps ideally one week apart.)
- C. Let apprentice fly the jib just enough to understand good sets.
- D. Have apprentice sail with jib then drop jib and feel the difference.
- E. Set the main out-haul tight in moderate wind. Let it out and feel accel.
- F. Set cunningham in moderate and heavy wind, show shape of main.
- G. Add vang show on land first, use only in wind abeam or aft.
- G. Introduce Spinnaker,
- H. Practice Spinnaker
- I. Practice spinnaker gibe
- J. Add spinnaker pole down haul (Shock cord)
- K. Add Tiller control shock cord.
- L. Practice Anchor sets and recovery
- M. Practice coiling and throwing lines
- N. Practice knot tying and untying.
- O. Let the apprentice call the shots as soon as possible
- P. Arrange for solo as soon as apprentice feels ready. Do not push this.
- Q. Summarize Improvements needed after the fact.

Probably, the most difficult thing will be for the apprentice to learn how to read the wind and intuitively call for the right set of both sails. Letting the sailor get into irons helps. The struggle to get out is a good teacher.

It is important that neither the apprentice nor the mentor should take themselves or sailing too serious. Safety is another matter. Please go find someone that wants to fall in love with sailing. This is one of the oldest item of folk lore. We have to work to keep it alive. ▲

15 Races Completed For The 1995 New Jersey F/S Championship



For the third straight year, excellent winds, combined with skilled race management (and alert sailors), allowed all 15 races to be completed: five at each of the three fleets that host this annual Championship. A record number of Scot yachtfolk (thirty teams) participated in this year's Championship series, with awards for both A and B fleet skippers and crews.

For the third straight year, Monmouth Boat Club's Fleet 157 walked away with both A and B fleet overall honors, with Bill Ewing, (crew: Dan Vought, Cueball Feist, and Eileen Ewing) capturing A fleet, followed by Kris Smith (crew: Diane, Scot Thompson and Eileen Ewing) with third overall going to Alan Terhune Jr (crew: Mike Cornelous). Jackie and Bruce Cattanach again won B division followed by MBC's newcomer Brad Mascott and crew/dad Ted, with Shore Acre's fleet Captain, Mike Sheridan finishing third.

This has turned out to be an excellent series partly due to the variety of

conditions experienced throughout the series which begins in late May, at the Full Moon Regatta, Monmouth Boat Club. Noted for its character building winds, MBC boasts of excellent launching and docking facilities, strong race management and occasionally an entertaining oldies car show and food festival hosted at Red Bank's nearby Marine Park. The top five Full Moon Regatta finishers were:

| Name | Club | Sail# | Points |
|------------------|------|-------|--------|
| 1-B. Ewing | MBC | 4246 | 3 |
| 2-M. Smith | TRYC | 4925 | 13 |
| 3-A. Terhune Jr. | TRYC | 709 | 15 |
| 4-J. Lines | TRYC | ? | 16 |
| 5-B. Warner | TRYC | 3977 | 19 |

Shore Acres fall regatta always seems to have at least as much wind as you wish to handle for a full day's racing. I know that I've been sailing after a day or two on the Barnegat Bay! This year a two-day event was scheduled to accommodate a tasty evening dinner on Saturday night. The top five Shore Acres Regatta finishers were:

| Name | Club | Sail# | Points |
|------------------|-------|-------|--------|
| 1-K. Smith | none | 4901 | 5.25 |
| 2-G. Hall | K.Pt. | 4945 | 8.75 |
| 3-A. Terhune Jr. | TRYC | 709 | 14 |
| 4-M. Smith | TRYC | 4925 | 15 |
| 5-D. Neff | ? | 4884 | 15.75 |

Toms River Yacht Club seems to combine conditions from the other two series with both shifty and occasionally heavy autumn conditions, excellent competition, great hospitality, speedy race management, good spectator viewing and superb food and entertainment at the end of the day. Top five Toms River Regatta finishers:

| Name | Club | Sail# | Points |
|---------------|------|-------|--------|
| 1-B. Ewing | MBC | 4246 | 4.25 |
| 2-J. Thorpe | SAYC | 4104 | 9 |
| 3-G. Schaffer | MRYC | 4468 | 9.75 |
| 4-K. Smith | none | 4901 | 9.75 |
| 5-Lorenz | SAYC | 3978 | 24 |

OVERALL RESULTS - 1995 NEW JERSEY CHAMPIONSHIP

A FLEET

| Name | Club | Points |
|-------------------|------|--------|
| 1-B. Ewing | MBC | 13.25 |
| 2-K. Smith | none | 22 |
| 3-A. Terhune Jr. | TRYC | 46 |
| 4-M. Smith | TRYC | 50 |
| 5-J. Thorpe | SAYC | 54 |
| 6-G. Schaffer | MRYC | 65.75 |
| 7-B. Warner | TRYC | 71 |
| 8-J. Worth | SAYC | 79.75 |
| 9-Sayta | TRYC | 86 |
| 10-R. Kerdock | SAYC | 91 |
| 11-E. Summerfield | TRYC | 125 |
| 12-Lorenz | SAYC | 126 |

B FLEET

| | | |
|----------------|------|-----|
| 1-J. Cattanach | MBC | 92 |
| 2-B. Mascott | MBC | 103 |
| 3-M. Sheridan | SAYC | 120 |
| 4-Alkes | SAYC | 141 |

1995 Ephraim Regatta Results

Flying Scot Fleet 44 at the Ephraim Yacht Club in Ephraim, Wisconsin hosted the 89th annual Ephraim Regatta on August 5-6. The wind ranged from light to medium to brisk and was very shifty (typical Ephraim conditions) which put a premium on tactical ability. Twenty boats competed in five races, including five boats which traveled from outside the EYC to compete.

The battle for first was a reprise of a long-running rivalry between "REINDEER" with Jay Lott, Ted Lott, and Sarah Lott, and "VATICAN SMOKE" with Paul "Fig" Newton and Mike Faugust. Going into the fourth race, Newton and Faugust had to gain at least three points on the Lott team to win. In the fourth race, the Lotts led almost the whole race but were bamboozled at the final mark rounding by Newton and Faugust, who then won, with the Lotts taking second. Thus, going into the fifth and final race, Newton and Faugust had to win again, and put a boat between them

and the Lotts. But the Lotts had a good start and led the entire race, putting the regatta in the bag. The battle for third between brothers Steve Sauter and Dave Sauter was also close, being decided in the last race.

Thanks to the race committee which was chaired by Frank and Sally Heidler and included Weed Vail,

George Reynolds, Jean Reynolds, and Mary Johnson.

The annual regatta Bratfest was held in gorgeous weather at Bill and Rosie Klein's house and set a record for attendance. Mass quantities of beer, pop, brats, and corn were consumed. Volleyball was played. Thanks again to the entire Klein/Claypool clan for running this legendary event. ▲

RESULTS:

| Place | Crew | Points |
|-------|---|--------|
| 1 | Jay Lott, Ted Lott, & Sarah Lott | 7 1/4 |
| 2 | Paul Newton & Mike Faugust | 10 1/2 |
| 3 | Steve Sauter & Melissa Coenen | 20 |
| 4 | Andrew Reynolds & Dave Sauter | 23 |
| 5 | John Peterson, Stephanie & Cecelia Mitchell | 24 |
| 6 | Larry & Joanie Lewis | 38 |
| 7 | John Beadell, Mike Koenig, Fritz Glojek | 38 |
| 8 | Greg, Tami & Jim McCormick | 47 |
| 9 | Bill Claypool, Jamie Claypool, Carol Claypool | 48 |
| 10 | Ben Larson & Curtis Hunt | 49 |

Sturgis Trophy (top-finishing skipper age 18 or under): John Skatrud

Vail Cup (winner of the first race): Jay Lott, Ted Lott, and Sarah Lott

Hanselman Cup (winner of the last race): Jay Lott, Ted Lott, and Sarah Lott

Wisconsin Cup (best score after 1st 3 races): Jay Lott, Ted Lott, and Sarah Lott

Carpenter is Repeat Winner at Harvest Moon Regatta

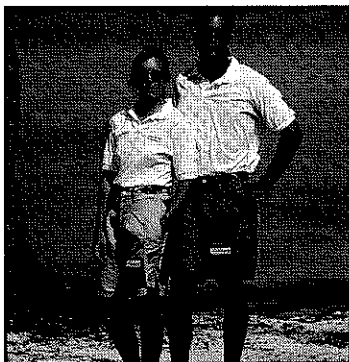
Debby Stipkovich (Fleet 65)

Harry Carpenter repeated his first place finish in the 45th Harvest Moon Regatta at Atwood Lake. Jack Carpenter placed second. Nineteen Flying Scots comprised the largest fleet of entries in the regatta which was hosted by Atwood Yacht Club, Dellroy, Ohio (home of Fleet #65). The Regatta was sailed in good winds on September 9 & 10, 1995. ▲

RESULTS:

| Place | Skipper |
|-------|--|
| 1 | Harry Carpenter, Deep Creek Yacht Club |
| 2 | Jack Carpenter, Deerehaven Yacht Club |
| 3 | Dan Goldberg, Moraine Sailing Club |
| 4 | Richard Gregory, Deep Creek Yacht Club |
| 5 | Jack Rudy, Cowan Lake Yacht Club |
| 6 | Dave Soloman, Atwood Lake Yacht Club |

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!

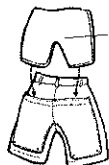
Breaker Shorts: Nylon: \$65.00

Optional Fanny Fender: \$9.95

Size: 26-44

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

1-800
666-3616



Fanny Fender:
1/2" Non-Absorbing
foam

Sailing ANGLES INC.

P.O. Box 331725 • Miami, FL 33233, USA

1-305-666-3615 • Fax: 305-661-5551

E-Mail: sailangl@ix.netcom.com

www=http://paw.com/sail/sailangl

Team Racing at its Best 1995 Clear Lake Challenge Cup Flying Scots

Clear Lake Yacht Club, Clear Lake, Indiana
August 19-20 1995

Three years ago the Clear Lake Yacht Club threw out the challenge to the Portage Yacht. We heard you were good but we think we are better and we are putting up the Clear Lake Challenge Cup to prove it. For 2 years in a row the Clear Lake Yacht Club team was able to hold on to the cup. This year was a different story. The Portage Club joined forces with the Berlin and Monroe Clubs and took the Challenge Cup. The results are listed below.

The racing conditions were not ideal but the competition was keen and everyone seemed to have a great time. The pig roast on Saturday night was great and everyone liked the idea of not having an entry fee and paying only for your meals.

The winning team elected to keep the cup at Clear Lake and to return next year for its defense. They hope to bring more sailors interested in team racing.

Next year's race will be held on August 9-11 at Clear Lake, Fremont, Ind. This is the only Flying Scot Regatta in the midwest that is set up for fleet team racing. Get your team together for 1996 and plan on a great time at Clear Lake.

For additional information call:

Larry Schavey 219-495-2640

Bob Lewis 219-637-3922. ▲

RESULTS:

| | |
|-------------------------------|-------------|
| Portage, Berlin, Monroe Clubs | 13 points |
| Clear Lake Yacht Club | 16.5 points |

INDIVIDUAL RESULTS:

| Position | Boat | Skipper/Crew | Points |
|----------|------|------------------------------|--------|
| 1 | 3577 | John and Suzie Domagala | 4 |
| 2 | 4844 | Mike Brodrick/Scott Brodrick | 5.75 |
| 3 | 4115 | Bernie and Barb Knight | 9 |
| 4 | 4902 | John Cochran/Marty Zachrich | 10 |
| 5 | 4580 | Jim and Jody Horein | 10.75 |
| 6 | 1212 | Jim Grant | 14 |
| 7 | 2412 | Brian Barr/Nolan Barr | 14 |
| 8 | 4527 | Leo Weber/Bill Kamke | 15 |
| 9 | 4336 | Marilyn Poulter/Mike Enus | 16 |
| 10 | 189 | Jeff Rehm/Bob Stanley | 17 |
| 11 | 1629 | Larry Schavey/Dean Nelson | 19 |
| 12 | 4833 | Bob Lewis/Rob Lewis | 22 |

Starting Line

Full Moon Regatta

Sat., May 18th, 1996

Monmouth Boat Club, Red Bank, NJ

What's the BEST way to start the new sailing season? Scrape the snow and leaves off your Scot, dust the cobwebs from your sailing know-how and come to the always beautiful and sometimes fickle Navasink River for the fifth annual Full Moon Regatta. Five short races are scheduled for plenty of starting and mark rounding practice.

Three hoists, plenty of dock space and a paved boatyard make setup and launching quick and easy. Skippers meeting is scheduled for 9:30 am. Please contact Bill Ewing for further information. Phone (908) 530-6511, Fax (908) 758-6433.

Douglass/Orr Invitational Regatta

June 1 & 2, 1996

Third 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" Dave Jacobsen (203) 263-0769 "Home of the 1995 International Special Olympics and Sailed in FLYING SCOTS".

Berlin Yacht Club Annual Regatta

June 15 & 16, 1996

Berlin Lake, Ohio

Come and enjoy our annual event, with estimated average winds of (8 to 12 MPH). Friday night welcome party. Saturday sailing followed by cocktails, hors d'oeuvres and fun. More sailing and more fun on Sunday. With camping on grounds. Contact: John Zaegel (330) 499-2013 for information.

Greater New York District Championship Regatta

June 15 & 16

Fleet 173 will host this event at the Sayville YC, Blue Point, NY, on the Great South Bay. 5 races planned. Dinner, Saturday eve. Contact Gerry Mongrain, (516) 472-1925.

Sandy Douglass Memorial

July 27 & 28, 1996

Deep Creek Lake, MD

Sandy Douglass Memorial Regatta will be held as usual in 1996 at Deep Creek, Maryland during the last weekend of July, the 27th and 28th. There will be three races on Saturday and two on Sunday. Accommodations will be available with local hosts and at nearby campgrounds and motels. Food and entertainment in the festive Deep Creek manner will be provided.

Trophies will run seven deep in both the championship and challenger divisions. Interested Flying Scot can contact Al Thagard at 412-882-8490 for a registration form and additional information. A Laser regatta will be held in conjunction with this Scot event.

1996 Michigan-Ontario District Championship

July 27-28, 1996

Traverse City, MI

Join us at one of Michigan's most beautiful travel destinations for racing on Traverse Bay. Contact John Briggs, The Harbor Boat Shop, 13240 West Bay Shore Drive, Traverse City, MI 49684 616-922-3020 (Work)

New England District Championships

July 28-29, 1996

Harwich Port, MA

The 1996 New England District Championships will be hosted by Stone Horse YC on the weekend of July 28-29. For those of you who carefully read the splendid article in the Nov/Dec 1995 issue of Scots n'Water by Jennifer Montello you will note that the same event in 1995 attracted a fleet of 43 Flying Scots. This large fleet came from as far away as New York, New Jersey, and Connecticut, to complement the home fleets from Massachusetts. Since Cape Cod is equally as fine a vacation resort as Rockport MA, expectations are for another large fun event with good winds. The host fleet is planning an event with 5 scheduled races on Saturday and Sunday plus a social hour and dinner on Saturday night. Because of the fine sailing around Cape Cod, everyone is encouraged to coordinate an extra vacation week or two before or after the event and either cruise around the Cape or race with the Stone Horse fleet on Saturday at 1:00 pm. If you want accommodation ideas or more information on the event, call Chuck Winans (407) 234-3386 (before May 5) or (508) 432-4990 after that date. In fact, call anyway if you want to be on the early mailing list. If enough pre-registration interest shows up, we will arrange for prizes for two divisions so plan to come regardless of your racing abilities.

FSSA Midwestern District Championships & 90th Ephram Regatta,

August 2, 3 & 4, 1996

Ephraim Yacht Club, Ephraim, WI

1. SCHEDULE OF EVENTS

-Friday August 2

1:30 pm - Registration, Skippers meet,
Singlehanded Championships

2:00 pm - Start of first singlehanded race
(three races scheduled)

6:30-7:30 pm - Registration for District
Championships

-Saturday August 3

8:30 am - Registration continues

9:30 am - Skippers Meeting

10:00 am - Start of first race (three races
scheduled)

6:00 pm - Bratfest

-Sunday August 4

9:00 am - Skippers meeting

9:45 am - Start of the fourth race (two races
scheduled)

2:00 pm - Awards ceremony

2. TROPHIES TO BE AWARDED

Midwest District Championship-first five
places

Midwest District Singlehanded
Championship-first three places

Ephraim Yacht Club 90th Annual Regatta-
first five places

Wisconsin Cup-(First three races)-first
three places

Vail Cup-Winner of the first race

Hanselman Cup-Winner of the last race

Sturgis Trophy-Highest finishing skipper
age 18 or under

3. ELIGIBILITY

The regatta is open to all yachts of the Flying Scot class and any other class with three or more yachts, except Sunfish and windsurfers. (Separate regattas are provided for these classes.) Only FSSA members in good standing who are members of a fleet in the Midwest District are eligible for the Midwest District trophy.

5. REGISTRATION

Fee \$25. \$5 discount for FSSA membership, US Sailing Membership, or if postmarked by July 1, 1996.

For more information, call Jay Lott at (312) 472-3451.

Clear Lake Challenge Cup

August 9-11

Clear Lake YC, Clear Lake, Fremont, Ind
This is the only Flying Scot regatta in the mid-west that is set up for fleet team racing. Get your team together for 1996 and plan on a great time at Clear Lake.

Continued on page 24

For additional information call:

Larry Schavey Bob Lewis
219-495-2640 219-637-3922

Flying Scot Canadian Championship Fleet 148/Stony Lake Yacht Club

August 17-18, 1996
Stony Lake, Ontario

This unique regatta, held every two years, attracts a very competitive fleet to beautiful Stony Lake. Visitors are billeted in Stony Lake cottages (most of which are located on islands). Registration (US\$80.00) includes billet accomodation; Friday reception and dinner, Saturday and Sunday breakfasts and lunches for skipper and one crew. A supporter package will be available, at nominal cost, for a second crew and other visitors. Saturday Regatta Dinner tickets are available separately. If desired, limited hotel/lodge accomodation is available at your own cost. Four races are planned - two each day. Early registration is advised.

Eligibility: Current FSSA Membership

For more information and/or a Regatta Information Package and Registration Form, contact:

Colin Kinnear, Regatta Chairman
148 Ridley Boulevard
Toronto, ON M5M 3M1
416-481-1145 (Voice)
416-481-7806 (Fax)

Robin Collins
40 Cedarbank Crescent
Don Mills, ON M3B 3A4
416-444-3959 (Voice)
416-444-4491 (Fax)

1996 Ohio District Fleet Regatta Schedule

Buckeye Regatta
May 18-19
Hoover Yacht Club, Fleet 37
Richard A. Staat 614-761-1730

Berlin Regatta
June 15-16
Berlin Yacht Club, Fleet 19
Jack Leipper 216-337-9435

Pig Roast Regatta
June 22-23
Cowan Lake Sailing Assoc., Fleet 1
Pat Glazier 513-474-9037

Sandy Douglass Regatta
July 27-28
Deep Creek Lake, Fleet 6
John Meredith 412-884-8889

Harvest Moon Regatta
Sept. 7-8
Atwood Lake, Fleet 85
Debby Stipkovich 216-499-7391

Moraine Regatta
Sept. 14-15
Morance Sailing Club, Fleet 80
Mike Higgins

Sail For The Grail

Sept. 21-22
Mike Higgins
**Cave Run Regatta & Ohio District
Championships**
Oct. 5-6
Cave Run Sailing Assoc., Fleet 165
Steve Branner 304-346-9673

Fleet 97 Invitational Regattas for 1996

West River Sailing Club, Galesville, MD
Contact Roger Schermerhorn, (301) 843-8852
or e-mail: rogerscher@aol.com, for details.

May 18-19 Azalea Cup
July 20-21 Capital District
 Championships
July 27 LIPS (Ladies In Pursuit of
 Silver)
Aug 30 Annapolis-Galesville Long
 Distance Race
Aug 31-Sept 1 WRSC Annual
Sept 28-29 Koningsberg
Oct 19-20 Pumpkin Patch

Singletary-Helmold Series

This series of regattas is held at various sailing clubs throughout the Carolinas. The Flying Scot fleet at each of these locations serves as host for this traveling racing series. The level of competition is high, with nationally ranked sailors often in attendance. And the social activities at these regattas are also great, making for some memorable times and friendships. This year's series is as follows:

Great 48
Lake Norman, NC
May 4-5

Governor's Cup
Kerr Lake, NC
June 15-16

Oriental Sailing Social
Oriental, NC
July 13-14

SAYRA Inshores
Charleston, SC
July 20-21

Hoop Pole Regatta
Morehead City, NC
Aug 17-18

Mayors Cup
Lake Townsend, NC
Sept 14-15

District Championship
Lake Jordan, NC
Sept 28-29

VISA
Smith Mtn Lake, VA
Oct 5-6

Horrocks/Palmer Regatta

September 7 & 8
Sayville Yacht Club

We invite all Thistle and Scot sailors to join us for this regatta. Scot sailors compete for the Palmer Trophy. For details, please contact Fleet Captain, Rob Kaiser at (516) 589-2467 or Paul Patin at (516) 363-9069.

Candlewood Yacht Club Semi Annual Invitational Regatta

September 28 & 29, 1996

Come and enjoy Fleet 24's hospitality on Connecticut's largest inland lake. With the fall foliage at its best. Our regatta is part of the John Pridmore Memorial Round Robbin hosted by the four Conn. Fleets.

Contact Frank Riefenhauser 203-746-4752 or Mike McCarty 203-775-8402 for details.

Cave Run Lake Grand Annual Regatta plus the

1996 Ohio District Championship

October 5-6, 1996

Fleet 165 has the pleasure to host the Ohio District Championship at beautiful Cave Run Lake close to Morehead, Kentucky. Flyers on the event will be mailed early in the summer. Contact Jim Sprow at 600-231-8768 or our Ohio District Governor Steve Branner at 304-342-0159 with questions.

The Founder's Cup

October 12th & 13th 1996

Indian Harbor Yacht Club, Greenwich, CT
Flying Scot Fleet #7 will be hosting its sixth annual regatta, in memorium of Chuck Rettie (#27, #273, #906) and Lew Howe (#28, #2828) who together founded Fleet #7 in 1959 and helped to build it to over 50 boats today. Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound. We will have a Saturday Bar-B-Que and Sunday awards lunch after racing. For registration forms and sailing instructions contact: Josh Goldman FS# 3913 at (203) 625-0768, work (212) 883-0385.

1996 Northeast Flying Scot Regatta Schedule

Mid-Winter Championship
March 26-29
Panama City, FL

Flying Scot Full Moon Regatta
May 18
Red Bank, NJ
Bill Ewing 908-530-6511

Wife/Husband Championship
May 25-26
Chattanooga, TN
Jim & Myra Brown 423-875-5984

Douglass/Orr Invitational
June 1-2
New Haven, CT
Dave Jacobsen 203-263-0769

Massapoag Regatta
 June 8-9
 Sharon, MA
 Jim Cavanagh 617-784-5088
 Greater New York District Championship
 June 15-16
 Sayville, NY
 Paul Patin 516-363-9069
 Sprite Island Regatta
 June 22-23
 Sprite Island, CT
 Joe Gulick 203-438-2440
 Woman's, Junior, North American
 Championship
 June 30
 North American Championship
 July 1-5
 Oswego, NY
 Chris & Jeanne Rotunno 315-342-4376
 New York Lakes District Championship
 July 27-28

Chautauqua, NY
 Mike Swensen 716-569-4783
 New England District Championship
 July 27-28
 Harwich Port, MA
 Jim Cavanagh 617-784-5088
 Moriches Sprague Mem
 August 10-12
 Moriches, NY
 Tony DiResta 516-878-8710
 Canadian Championship
 August 17-18
 Stoney Lake, ONT
 Robin Collins, 416-444-3959
 Saratoga Lake Flying Scot Invitational
 August 24-25
 Saratoga, NY
 Peter & Ann Seidman 518-877-8731
 Horricks-Palmer Invitational
 September 7-8
 Sayville, NY
 Paul Patin 516-363-9069

Shore Acres Invitational
 September 7
 Shore Acres, NJ
 Mike Sheridan 908-254-2961
 Glimmerglass Regatta
 September 14-15
 Cooperstown, NY
 Dick Staley 607-432-6815
 Toms River Invitational
 September 21
 Toms River
 Ed Summerfield 609-461-9446
 Candlewood Lake Regatta
 September 26-27
 New Fairfield, CT
 Frank Riefenhauser 203-746-4752
 Fleet 7 Founders Regatta
 October 5-6
 Riverside, CT
 Allen Lovejoy 203-625-4831

Flying Scot New Membership

| Fleet # | Boat # | Name | Address | City, State & Zip |
|-----------------------------------|--------|--|---|---|
| Capitol District | | | | |
| | 3083 | Don Schneider Tom Maher David Anthony Neff Bob Wray Sherry Haskell | HC 73 Box 1150 33 Brookside Road 406-B Maryland Ave 245 Richfield Rd Bevidere | Locust Grove, VA 22508 Wallingford, PA 19086 Charleston, WV 26302 Upper Darby, PA 19082 Hadensville, VA 23067 |
| 42 | 5042 | John E. Varnum | 7217 Holly Avenue | Takoma Park, MD 20912 |
| 160 | | Hans Noordanus | Box 817B L.O.W. | Locust Grove, VA 22508 |
| Carolinas District | | | | |
| 48 | 0596 | Bob Harm | 114 Blue Sky Court | Mooresville, NC 28115 |
| 171 | 4498 | Don F. Zerbe | 4 Soundview Trail | Southern Shores, NC 27949 |
| Greater NY District | | | | |
| 10 | 5101 | Robert E. Holzacker | 124 E. 79th Street 2A | New York, NY 10021 |
| | | Kenneth, Susan & Kelly Mockridge | 79 Lake Avenue | Center Moriches, NY 11934 |
| 175 | 4402 | Paulette Conian | 34 Smith Place | Bronxville, NY 10708 |
| Gulf District | | | | |
| 13 | 3688 | Pierre Goiran | PO Box 2003 | Tarpon Springs, FL 34688 |
| | | Ed Craig | 429 Kingridge Road | Hixson, TN 37343 |
| 13 | 3385 | John A. Rodgers | 6488 Hideaway Road | Ooltewah, TN 37363 |
| 13 | 4012 | Trina, Ian, & John McLeod | 505 Fern Trail | Signal Mountain, TN 37377 |
| 55 | | John Wacker | 1000 Hillcrest Rd, Ste 340 | Mobile, AL 36695 |
| 118 | | Tim Shultz | 3567 Mill Springs Road | Birmingham, AL 35223 |
| Michigan-Ontario District | | | | |
| 41 | | Charles R. Clarke | 711 Gratiot Avenue | Alma, MI 48801 |
| 41 | | Bonnie L. Walthorn | 402 W. Sherman St. #4 | Carson City, MI 48811 |
| Midwestern District | | | | |
| | 2825 | Jon P. Ament | 1770 Newberry Ave., NE | Solon, IA 52333 |
| New England District | | | | |
| | 11 | John LaPlante | 3 Stark Terrace | Boylston, MA 01505 |
| New York Lakes District | | | | |
| | 5033 | Dr. Thomas J. Sullivan | 1386 Foxfield Drive | Skaneateles, NY 13152 |
| 43 | 5089 | Douglas & Patricia Tucker | 2794 Route 174 | Marietta, NY 13110 |
| 159 | 4357 | David J. Tonkin | 16 East 8th St. | Oswego, NY 13126 |
| Ohio District | | | | |
| | 4385 | Steven E. Winberg | 772 Olive Street | Pittsburgh, PA 15237 |
| | | John H. & Katherine Wellford | 1 Wellford Way | Charleston WV 25311 |
| 4 | 4490 | Ray Yeager | 48 Otterbein Drive | Lexington, OH 44904 |
| Florida District | | | | |
| | | Lee Price | 2444 SW 28th St. | Coconut Grove, FL 33133 |
| New Members this report 29 | | | | |

Caveat Emptor

FS 129 - White hull, white deck, blue boot stripe. Two suits sails, spinnaker, Gator trailer w/spare. Sears Gamefisher 3 Hp outboard and bracket. New rigging, new petitt red bottom paint. Bow flotation bag and transom port. Good condition. \$2000. Call Jack F. Stewart (330) 823-7885. Boat located at Atwood Yacht Club, Dellroy, Ohio.

FS 2397 - Customflex, white hull & deck, dry sailed daily, always stored indoors, two sets of sails, spinnaker, custom (Harken) rigged from Midwest Aquatics, cockpit cover, outboard bracket, boat hoist, Pamco trailer. \$3600. Also brand new Fisher 1/2 oz. spinnaker, never used - best offer. Call Harold Gendelman (810) 646-2094 (h), (810) 557-5200 (w).

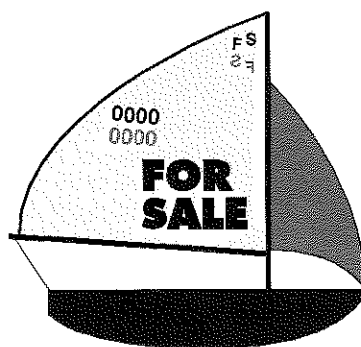
FS 2459 - Douglass built. Banana Republic; yellow hull, black stripe white top side; never raced; no extra holes. Motor bracket, 2 sets sails, trailer w/spare. \$2800 Firm. Call Steven Etheridge (904) 428-5322, Central Florida.

FS 3151 - 1978 Douglass. Yellow hull, white deck; 2 sets of sails (Schurr and Schruck), spinnaker and pole, spare boom, motor mount, mast hinge, 2 cockpit covers, midwest aquatics outhaul, Waco 360, galvanized tilt trailer with tongue jack, paddles, mahogany center board cap, etc. \$4000. Call Kim Rieck (216) 757-1897, Youngstown, Ohio.

FS 3322 - Douglass built. White hull, lt. gray deck, blue boot, outboard bracket, Schurr jib and main, spinnaker, Sterling trailer. \$2900. Call Norman Dick (203) 371-5693, Fairfield, Connecticut, evenings

FS 3360 - Douglass built, recently refinished-often mistaken for a new boat. Good M-J-S, all the ready-to-sail/race accessories including two-part motor bracket and 2-hp Johnson outboard; heavy duty 1600 lb. road-worthy trailer; stored dry, under cover in Key Largo/Miami. \$5500. Call Lee Price (305) 858-1127.

FS 4041 - Douglass built. White w/blue strip Schurr M/J; Spinnaker and



rigging, cunningham, telescoping tiller, 360 c/b cleat, compass, mast hinge, pfd's, motor mount, Tee Nee trailer w/spare and nose wheel; Full boat cover. Yamaha 4hp. neg. \$4000. Call Bill (610) 584-6518 after 7 pm, Lansdale, PA.

FS 4145 - Douglass built. Ivory with blue trim; Schurr main, jib, and spinnaker; Fisher main and jib; British Seagull 3hp outboard motor (hardly used) and bracket; Tee Nee trailer with spare tire. Anchor, mast hinge, and other accessories. Very good condition. \$5400. Call Arnold Smith (864) 882-7834, Keowee Sailing Club, Seneca, SC.

FS 4252 - Douglass built 86. Ivory hull; very good cond; race equipped; internal outhaul on boom; internal spin halyard; 6:1 vang w/car; topping lift led aft; rudder lift at tiller for weed clearing; turtles; Schurr sails; shimmed center board; Rigging excellent; \$5500 will consider delivery. Call Ed Surgan (201) 567-5307 days, (516) 288-2069 eves, Westhampton Long Island, NY.

FS 4267 - Our move to the Virgin Islands necessitates reluctant sale of our "ITUNA". Douglass, white hull & deck, blue stripe, motor bracket, Tee Nee trailer, Schurr sails, spinnaker in beautiful shape. Located in Eagle River, Wisconsin and available about 7/1/96. \$5500. Call Malcolm Preston (809) 693-8782 or (715) 479-8450 in July and August.

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. \$4500. Call Ron Nelson (509) 656-2256.

FS 4402 - 1987 Douglass white. Good condition-never raced; Includes Schurr main and jib, sail cover, Mast stepping hinge, lifting bridle, Tee-Nee trailer, misc. extras. Boat located in Westhampton (Long Island) NY. Owner relocating. Asking \$3800. Call Paulette Conlan (914) 793-2375, Westchester, NY.

FS 4751 - (1991) White hull/deck. Blue waterline stripe Schurr main. Jib and spinnaker/pole; Mast hinge pin full mooring cover; New 4 Hp Johnson outboard/bracket Hercules Galvanized trailer/spare tire; fresh water only; garaged or dry moored; Mint condition. Asking \$7700. Call W.F. Neely (210) 615-5200, San Antonio, Texas.

FS 4805 - Flying Scot Inc. built. White-gray hull and deck with green boat stripe. Beautiful! Excellent condition! Race equipped! Fast! Tee Nee trailer, full top cover, North & Fisher sails. Located in Ohio. \$7500. Jim Snelson (330) 856-1433.

FS 4813 - Mfg. Flying Scot, Inc. 1992. Gray hull & deck. Full race rigged, Harken equipment; includes 360 Vang cleat Spinnaker gear, anchor node, anchor, SparFly, paddle, full deck cover, Shurr main & jib & crosscut Spinnaker Ulmer/Kolius Radialhead Spinnaker, Trail Master custom trailer. Excellent condition. \$8500. Call Dudley South (318) 774-4003, Lake Arthur, LA.

FS 4819 - Aqua and white, two mains, two jibs, two spinnakers (one set new), 2.5 Hp outboard with bracket; Trailmaster trailer with spare and full cover; race rigged with all options. \$8950. Call (810) 625-6051, Clarkston, Michigan.

FS 4838 - (1992) White with blue stripe; Bowers racing sails, full mooring/trailer covering. Trailmaster galvanized trailer with spare tire; one summer in water but otherwise trailered. \$7900. Call Carol Johnson (612) 778-1018 (h), (612) 778-7044 (w), St. Paul, MN.

SCHURR SAILS

Excellence in Design, Fabrication & Service

Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

For more information call Steve Bellows, your Flying Scot Sailmaker

Name _____ Phone _____ Sail # _____

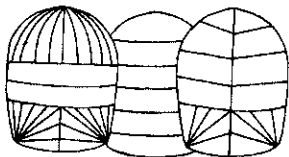
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; n White

| | | | | | |
|--|-------|---|---------|---|---------|
| <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"/> Main 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"/> Tapered Battens | \$30.00 |
| <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 | Orange |
| Grey | Coast Gold |
| Natural | Yellow |
| Purple | FL-Yellow |
| Lt. Blue | FL-Green |
| Ocean Blue | FL-Pink |
| Green | FL-Orange |
| Dk. Blue | FL-Raspberry |
| Red | |



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 | |
| | FSSA Blazer Patches | \$20.00 | |

S & H CHARGES:

\$1.50 orders up to \$5.00
 \$4.00 orders up to \$10.00
 \$6.00 orders \$10.00 & above

Merchandise Total

*Add Shipping & Handling (S&H)

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
 (540) 972-7134

CAROLINAS DISTRICT

Starling W. Gunn
 1467 Hampton Road
 Eden, NC 27288
 (916) 939-2508

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
 (334) 626-7175

MICHIGAN-ONTARIO DISTRICT

Robin Collins
 40 Cedarbank Crescent
 Don Mills, ONT, CN. M3B 3A4
 (416) 444-3959

MIDWESTERN DISTRICT

John J. Lott
 525 W., Arlington, Apt. 571
 Chicago, IL 60614
 (312) 472-3451

NEW ENGLAND DISTRICT

James Cavanagh
 20 Bullard St.
 Sharon, MA 02067
 (617) 784-5088

NY LAKES DISTRICT

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

OHIO DISTRICT

Steve Branner
 2107 Weberwood Dr.
 S. Charleston, WV 25303
 (304) 346-9673

PACIFIC DISTRICT

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

PRAIRIE DISTRICT

Ty Hall
 3176 Wood View Ridge Dr.
 Apt. 104
 Kansas City, KS 66103
 (913) 677-7023

TEXAS DISTRICT

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

Address Correction Requested