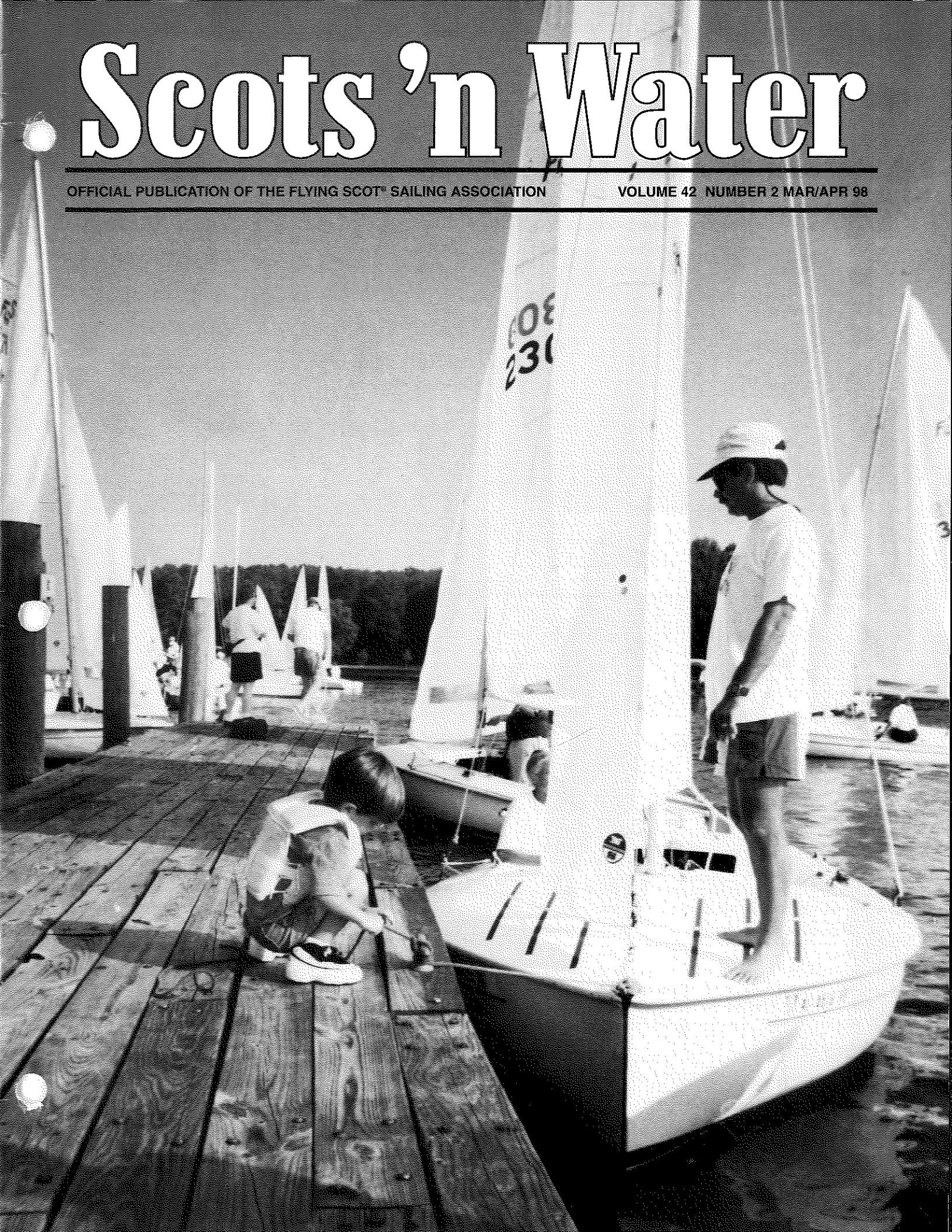


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 42 NUMBER 2 MAR/APR 98



Congratulations Flying Scot Class On 40 Years Of Great Sailing!

We're proud to be your personal sailmaker!

Congratulations too, and much appreciation to our customers, who made us look good at the 1997 North American Championships.



*Kelly & Heidi Gough (above) - 1997 Flying Scot North American Champions
Marcus and Marc Eagan (right) - second*

Championship Division: 1, 2, 4, 5, 26 of the top 43

Challenger Division: 1, 2, 3, 4, 6, 26 of the top 33

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Flying Scot[®] Sailing Association

3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860
Email: info@fssa.com

PRESIDENT

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

FIRST VICE-PRESIDENT

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

SECOND VICE-PRESIDENT

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

COMMODORE

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

SECRETARY

Jack McClurkin
1620 Chesapeake Dr.
Hoffman Estates, IL 60195
(847) 991-8092

TREASURER

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

IMMEDIATE PAST COMMODORE

Bernard A. Knight*
2010 Eventide Road
Milton, FL 32583
(850) 983-7247

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
Email: GW7Lynne@AOL.com

DESIGNER (deceased)

Gordon K. Douglass

EXECUTIVE SECRETARY

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

*Denotes Executive Committee Members

Scots 'n Water

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On the Cover: Nicklas Dees, helping Dad, Jerry Dees and grandmother, Granny Dees tie up the boat at the 1997 NAC. (photo by Betty S.)

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Attention Web Surfers and E-mail Users

The FSSA Flying Scot web site is online.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

Scots 'n Water

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EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: Hartsung@msn.com.

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You Might be a Flying Scot Nut if...

- You consider marrying someone because her father owns a Flying Scot.
- You know your combined weight is perfect for the Flying Scot Nationals.
- You get married at the Midwinters.
- The bartender at the Best Western in Panama City knows what you drink and personally greets you when you arrive at the Midwinters.
- You sign all your correspondence with FS and your boat number.
- Your idea of family planning is having a baby in time for your wife to return as crew.
- At the end of the summer racing series, you return home and your child asks you if you are their "Daddy."
- You have a license plate in front or back that says FS and then your number.
- You put off a divorce because you can't think of your boat being cut into two pieces.
- Your idea of a "good" date is to have her help wet sand the bottom of your boat.
- Your stack of *Scots'n Water* become an end table and it is taller than your children.
- Your cat's name is "Harken" and the dog comes to "Hike".
- Your children just know how to count backwards.
- The third bay of your garage has a hoist.
- You give your wife hiking pants for her birthday.
- Your wife has told you to stop wet sanding the centerboard so she can take a bath.
- When you get called at work because of a family disaster, your first thought is that a tree fell on your boat.
- At a neighborhood toga party, you can outfit all the neighbors with old jibs and mains.
- You play the lottery by using your sail numbers.
- Your idea of eating out is going to an away regatta.
- A family vacation always centers around regattas.
- You purchase a car or van solely on its towing power and matching color scheme of your boat.
- Your wife and children call you FS Skipper.
- All your Christmas gifts are purchased by calling 1-800-445-8629 (the FSSA office) and all these items have F/S on them.
- You don't know your closest friends names but you do know their boat numbers.
- The year that the major events in your life can be recalled are by recalling where the Nationals were that year.
- You know exactly how many scoops of a two gallon pail it takes to empty a swamped Flying Scot.
- You bought a boat for your son so he would go away on the weekends.
- You look at your daughter's dates as crew possibilities.
- You have the home phone numbers of all the people that work at Flying Scot, Inc.
- You have the Class secretary and the Chief Measurer's work and home numbers on your speed dial.
- Your centerboard is autographed by all the crew that have stood on it.
- You have asked your wife to take public transportation since you have decided not to repair her car and to buy a new boat.
- Your club or fleet dues have risen so much that you have to give up food.
- You refuse to go anywhere without the boat behind your vehicle.
- When you hear the words, "shift, line, bottom, start, flag, time or committee", you think only of sailing.
- You only see your parents if they come to your lake.
- Your neighbors think you are a Flying Scot salesperson.
- You are listening to the weather forecast and hear the word "Sunshine" and you think of the *Scots'n Water* editor. (At that time I wish you would sit down and write something to me!)

(Idea and some lines were borrowed from Greg Geiger as seen in "Bagpipes.")

Letters to the Editor

I read with interest the article in the Nov/Dec issue of *Scots'n Water* by Bill Langlois entitled, "A Boarding Ladder That Works." When my crew of Paula, Don Pell, and I were approaching the finish of the second race of the 1997 Midwinters, we tacked. As I moved to the opposite side I stepped on the spinnaker pole and fell loosing the tiller. In the strong wind the Scot went over. We righted it quickly but because of the weight of the jackets and clothing we could not reboard until a crash boat came to our assistance.

After suffering a DNF we came up with a simple idea that is effective. We put a snap shackle on each end of the required stern lines. If the boat ever goes over, both stern lines are put in the same ring to make a step in the loop thus formed. The step raises you up as high as the stern deck but without anything to grasp, it is somewhat difficult to haul yourself forward to the cockpit coaming and left on the stern deck would help.

John R. Stanley

When my son and I bought Flying Scot #2214 (used) in 1993, we were not given any operating manual or guide. When we joined FSSA we hoped that we might be supplied with some compilation of useful information regarding the maintenance, rigging, and sailing of the Flying Scots. Apparently that is not included in the membership.

However, reading *Scots'n Water* I hear that Gordon Douglass refers to a publications called "Highlights of *Scots'n Water*." Is this publication currently available, and if so, where and for how much? Has it been periodically updated?

Any information you can supply will be appreciated.

Philip Olfelt

Editor's Reply: After many years and much research, I am able to answer your question. Sandy Douglass wrote rigging articles and many other topics when he was editor of Scots'n Water. These articles provided information to new owners

about their boats. When other editors fell short of material they asked Sandy to write an article on these topics.

From time to time, there were issues of Scots'n Water that were called "Highlights." These seem to be copies of Sandy's writings and other Flying Scot sailors. All of these were extremely helpful to new owners. In 1970, there was a soft covered booklet published by Gordon Douglass Boat Company and the Flying Scot Association. It covered everything from how to rig a boat, how to be a good crew, go fast techniques, changes in rigging, how to restore a boat or fix damage, etc. These were sold in 1970. The Association is lucky to have one copy. From time to time I have published articles that were in these publications.

The present board has persuaded Steve Brammer to read all back issues of Scots'n Water and the published "Highlights" to gather possible articles for a new addition of "Highlights." My understanding is that he has practically spent the entire winter on this project and is coming to the Midwinters in March to discuss the selected articles that have been updated and the publishing of the 1998 Highlights.

I do not have a time table or price at this time, but I can assure you as soon as it is available we will let you know. I would be interested to see how many people would like to have a copy of this publication.

I am including a check for renewal of my membership for the coming year, however, I do so with considerable misgivings which I will attempt to expand upon. For me, the magazine, while somewhat interesting, could have a bit more interest if things were slanted to appeal to those of us who do not belong to an established fleet -- because there is not one in the area -- and who know nothing about racing. I realize that devotion of the entire magazine to this would not be practical, as it needs to be an organ for the experienced racer; however, if you hope to continue to grow and attract

those of us who know next to nothing about racing, some portion of the magazine must be devoted to our education and introduction to competition.

I have been sailing for most of my life, but never raced. I have owned large cruising sailboats, and done a considerable amount of ocean sailing, but know literally nothing about racing. Accordingly, I am renewing my membership for the coming year, in the hope that something like this will come to pass in the direction of the magazine. All I see that I have done for the past year is purchase a very expensive and limited use magazine.

In this area, I will note that two people with a significant amount of racing experience, Tom Lawton and Whit Kendall, are trying to establish a sailing and racing program in the Atlanta area.

Harry G. Ballance, Jr.
FS #2441, "Tinkerbell"

Editor's Reply: Thank you for your letter. I could not agree more with your ideas! I really wish more people, such as yourself would write to me about the experiences you have with your Flying Scot. When we did the questionnaire for the 40th Anniversary issue, I did hear from quite a few non-racers and non-fleet people. I was encouraged, however, it's lonely not hearing from people since then. Only about 25% of the owners of Flying Scots race...Where is everyone? What are you doing to enjoy your boat? Now that it is too cold most places in the US to sail..there is plenty of time to write to me: P.O. Box 617, Champaign, IL 61824 or email: Hartsung@msn.com or GW7Lynne@aol.com.

Please let me know about the sailing program in the Atlanta area...I have a brother and sister-in-law who own a boat...

Alan Pegler is one who dared to follow that faraway drummer. Mr. Pegler, a jolly man with thick Burnsides whiskers, was the owner of a

Continued on page 6

thriving plastics manufacturing company. One morning over breakfast, he read in the *London Times* that the *Flying Scot*, the famous crack express train that ran between Edinburgh and London during the late twenties and early thirties, was going to be sold for scrap. He contacted the chief director of the railroad and purchased the majestic old locomotive and its cars before they were destroyed. He then had the entire train immaculately restored to its former glory. Not content to let the train merely sit in a museum, Pegler took the *Flying Scot* on whistlestop tours throughout England and the United States.

Unfortunately, the operation proved exorbitantly costly and drove Pegler into bankruptcy. He was, however, able to donate the *Flying Scot* to a nonprofit foundation, which currently maintains and operates it for the public. People, young and old, can still thrill to the sounds of a steam locomotive as they are carried through the countryside under a column of black smoke and white steam.

At the bankruptcy hearing, the rather stern judge admonished Pegler: "Your downfall arose from your unbounded enthusiasm for railways. The *Flying Scot* has been your folly."

Pegler, incredibly cheerful under the circumstances, answered, "Of course, I cannot say that I do not regret losing all my money, my house, my country manor, my villa in Italy, my Bentley and my Volvo, and being left with only what I stand up in. But I do not regret one moment buying the *Flying Scot*. It was saved and that is worth it all."

Obviously Alan Pegler is my kind of guy. The above is quoted from *The Sea Hunters* by Clive Cussler and Craig Dirgo published by Simon & Schuster. Others may know, but my guess is that the "famous crack express train" may have been the inspiration to Sandy Douglass for naming the successor to his "Thistle" and "Highlander", the "Flying Scot."

By the way, I highly recommend the above mentioned book to anyone interested in American history and maritime adventure, non fiction.

Dick Besse
FS 4139

Dear Association:

It is not without very mixed emotions that I have decided to sell my Scot and resign from Fleet 95 and the Association after 20 years of campaigning #2576. The sole reason is that there are two Scot fleets in the area and the "other one" ended up with most of the boats. Since I live on the "wrong" lake, it doesn't make much sense to truck my boat across town every weekend. But I do wish them well and a continuing successful venture.

So let me just add: The Scot is a great boat, even if Sandy DID try to convince me that the boom didn't need a mid-boom

block because all you had to do when coming about was face backwards, switch hands on the tiller, and there you were!

So, before I get all teary eyed (20 years with one boat is a long time!), let me just say a fond farewell. And keep up the great work with the Association, *Scots'n Water* (best newsletter going!) and the wonderful people who make up the world of the Flying Scots.

Sincerely,
Bob Slocum

One Time District Governor
3x Midwest District Champion
former owner, #2576

FROM YOUR EDITOR

Once again, an explanation of District Highlights:

Each District has a governor and several or many Fleets with Fleet Captains and hopefully members of each Fleet. ONCE every other year, the Flying Scot Class asks you to do a little bit for our magazine. When your District is highlighted, send me something, a picture, a go fast technique, a question about sailing you would like answered, regattas that you have had, places you have cruised, or how you spent a wonderful day sailing in your Scot.

Fleet Captains, get your group together and plan ahead...District Governors, get your Districts ready...make a phone call or send a note to prepare those people who do not read *Scots'n Water* (maybe they need to join). MAKE AN EFFORT and let me know how things are coming. It puts a big drain on me when nothing comes by the deadline and I have to become the WRITER of *Scots'n Water* or find someone to send me an article or two. This process makes the magazine late and your Editor gets in trouble. SAVE ME! SAVE ME!

Of course, anytime you can, write to me. You do not have to wait until your District Highlight. I love getting letters and Email (as a side note, I have had some difficulty with MSN from time to time at Hartsung@MSN.com, but it does seem to be working now...however, I have another address also, GW7Lyane@aol.com. Try sending to both) Why not write to me today?

Let me know what you would like to see in *Scots'n Water*, after all IT IS YOUR MAGAZINE. ▲

Deadline	Issue	District Responsible
3/15/98	MAY/JUN 98	Florida
5/15/98	JUL/AUG 98	Midwest
7/15/98	SEPT/OCT 98	Texas
9/15/98	NOV/DEC 98	Prairie & Capital
11/15/98	JAN/FEB 99	NY Lakes
1/15/99	MAR/APR 99	Ohio
3/15/99	MAY/JUN 99	New England
5/15/99	JUL/AUG 99	Gulf
7/15/99	SEPT/OCT 99	Mich. Ont & Greater NY

On Being a Good First Mate

by Ted Himsworth

So this sailing nut with the new Flying Scot comes up to you and asks you to become his first mate -- not just a crew on his boat -- but his second in command -- the question that immediately pops into your mind is, "What does he expect of me?"

Here, in brief form, is one skipper's answer to this question. Of all the possible talents that a first mate should possess, perhaps the most important are: enthusiasm, optimism, and a desire to win. The skipper in the course of a race, will experience moments of joy as he passes another boat, followed by moments of deep depression as another boat goes by him. In between he will be full of anxiety and worry. He will be an emotional mess from before the race until he crosses the finish line -- and he needs help. The mental attitude of his first mate can keep him driving all the way, instead of giving up and halfheartedly finishing the course.

As an example of how this can work, let's consider that the skipper has made a tactical boo boo and is now well down in the tank. he is ready to give up. He is depressed. He is thinking about taking up model airplanes for a hobby. The alert first mate, being sensitive to his skipper's moods, says, "Come on, skipper, let's get that blue boat, at least." The skipper accepts this little challenge and goes after the blue boat (the next boat ahead) and is back in the race. As he passes that boat his first mate suggests beating the next boat in line. The race, which had been a total disaster, now becomes fun as the skipper and crew attempt to chew their way up through the fleet, one boat at a time. These little triumphs put the old zing back in the skipper.

The next most important talent that a first mate should possess is willingness to learn -- and this is something that never ends. The beginning F.M. gets the book and studies how to tie a bowline. He or she memorizes the correct names of all the parts of the boat. A good F.M. reads and reads about racing tactics, rules, and techniques. He discusses, with his skipper after each race, what they did wrong

and how it should have been done. He looks at other boats to see how they are rigged, so that he can make suggestions. He talks to other skippers and crews



about how they do things to find out the best way, so that he can improve his own performance. The important thing is that his mind is always open to ideas that will make his boat more competitive.

Third on the list is, coordination and muscle. Most of the things that a good first mate is called upon to do during a race do not require vast amounts of muscle. Many a boat goes like a flash with a jib man who is a hundred pound girl. It is not the pure strength that does the job, it is rather the careful timing of when the muscle is applied that will result in maximum boat performance.

Consider tacking in heavy air. The jib man releases the sheet when the jib breaks (luffs) and while the jib is still luffing but has moved across to the new leeward side of the mast, he quickly slams the sheet into the cleat. This act takes almost no muscle -- but if his timing is off -- and he attempts to get the jib in after it has filled with air on the new leeward side -- it takes a tremendous effort.

Coordination comes as movement habits are developed through lots and lots of sailing. Eventually a good crew moves around in the boat with the sleek motion of a leopard. His motions are swift and

sure, because they are a part of him that is part of the boat.

In addition to these qualifications, there are lots of little points that, together, add up to make a top flight first class first mate.

He has found out that boats do best that are kept in Bristol Fashion. Everything has its place. Housekeeping is important and he knows it and so he takes pride in his boat. After the race is over he cleans up the boat before heading ashore for the nearest beer.

He studies the race rules and particularly the racing instructions, before the race. He knows where the marks are and which way the turn is to be made. It is surprising how often a skipper will sail up to a mark and need to be reminded which way he is to make the turn.

He stays alert on the race course. When on the port tack he furnishes another set of eyes to watch for right-of-way boats and knows a collision course when he sees one. He warns the skipper when he sees the leeward boat begin a luff. He keeps his eyes on the competition and lets his skipper know when the hot boats in the fleet tack for the shore instead of heading out to sea. His conversation is strictly business and he doesn't distract with comments about the color of so-and-so's new spinnaker.

He is sensitive to the condition of all equipment on the boat, and when a line begins to look worn or a halyard begins to fray, he lets the skipper know before the breakdown occurs.

When the last race is over in the series and the first mate and skipper are relaxing over a quiet beer before the award of trophies, knowing that one of those shiny, silver items is theirs, the first mate forgets his blistered hands, forgets his skinned shins, forgets that painful throb in his leg muscle, and says, with from-the-heart sincerity, "Man! that was fun!" ▲

Reprinted from *Highlights*
May/June 1963, Vol. V, No. 3

The Flying Scot National Championships

by Betty Struckhoff

The first Flying Scot National Championships were held on Clear Fork Lake in Mansfield, Ohio in 1959. Sandy Douglass, our boat's designer, won that regatta. In fact, he won five of the first seven Nationals, and a few more after that. Don Hott of Fleet 6 was there in 1959 and had the distinction of winning the first race in the first Flying Scot NAC. "Sandy didn't think I was worth covering" he told me in a conversation last December.

Don had an awakening at that regatta. "Before then, I thought the Scot would never capsize" but a 3-person boat was sailing in light air with all three crew members hiking to leeward. A puff came along and... "of course, they probably had the centerboard up," says Don.

This year will mark the 40th Flying Scot NAC and Don has been to each and every one of the 39 to date. He has sailed on three of the five Great Lakes; the nationals have been held on Lake Erie, Lake Michigan, and Lake Ontario. FSSA

competitors have sailed up and down the gulf coast, in Long Island Sound, off Cape Cod and everywhere in between. All of the NAC's have been sailed east of the Mississippi, except for the two in Texas. Don likes to recall the regatta off Long Island where everyone was advised to drop anchor if the wind died and the tide was heading out--"the next land will be Spain."

Another long time competitor in the Nationals is E. Paul Moore. He recalls his first was in 1976 at Lake Norman. The "boys", Paul and Barry, went with their Dad; they were 17 and 15 at the time. Paul's memories seem to revolve around storms. There was the regatta in Charlevoix on Lake Michigan when half the fleet capsized--"of course Sandy sailed right through." Once in Gulfport a storm came up and the fleet all made it safely back to the harbor, except for Barry Moore, who by that time had his own boat. Paul was almost ready to contact the Coast Guard when Barry came sailing into the harbor--he had chosen to wait out the storm at the home of his crew up along the shore.

In 1979, the first time the NAC's were held at Carlyle Sailing Association, Don Hott showed up with big gas cans stashed in his boat. He wasn't sure, in that time of gas shortages, whether he would make it all the way to Illinois without his own supply.

This year, there should be no problem in buying the gas it takes to tow your boat to Carlyle. Don and Paul will be there, along with lots of other sailors continuing a great tradition. We hope to see you at the 40th Flying Scot NAC! ▲



1979 NACs: Joni Seifrick and Jim Watson help measure sails.



40th Flying Scot North American Championship

July 11-17, 1998

Carlyle Sailing Association

Come sail the 1998 NACs at the premier one-design sailing club in the midwest. Carlyle Sailing Association has paved boat parking for 380 boats, car parking for 200 vehicles, 3 electric jib cranes, 1300 feet of dock and two launching ramps. The grounds, which are located in Hazlett State Park, include a harbor well-protected by breakwaters, shady picnic tables, a pavilion, restrooms, showers, an air-conditioned clubhouse and a home for the resident harbor-master.

CSA was founded over 25 years ago and has hosted national sailing competitions in nearly every year of its existence. It was the venue for the sailing competition in the 1994 U.S. Olympic Festival and will host the Lightning North American Championships in 1999. It has a reputation in the sailing community as one of the very best inland lake facilities in the country and is noted for its organization and race management expertise.

Carlyle Lake is a 24,000 acre man-made lake about 8 miles long and 3 miles wide. The lake provides excellent sailing with no obstructions, currents or tides. The winds in July are moderate - about 5-15 mph with the temperature highs in the 80's and 90's. A large air conditioned building on the grounds is reserved for the NACs.

ACCOMODATIONS

MOTELS:

Best Western, Greenville (20 min.):	(800) 528-1234
Budget Host BelAir, Greenville:	(800) 283-4678
Super Eight, Greenville:	(618) 664-0800
Knotty Pine, Breese (15 min.):	(618) 526-4556
Motel Carlyle (10 min.):	(618) 594-8100

CAMPING:

Excellent camping is available 1/4 mile from the harbor. For camping reservations, call (618) 594-3015.

CONTACTS

Regatta Chairman:	Jim Harris, (314) 966-8404
Asst. Chairman	Tom Pinkel, (618) 632-0712
Registration	Blanche Wiegand, (314) 388-0779
Chartering	Paul Moore, (314) 227-6700

Visit the CSA website at:

<http://www.meridiantc.com/~jpb/csa.html>

TENTATIVE SCHEDULE OF EVENTS

Tickets for all meals for sale at registration

SATURDAY & SUNDAY

- Registration and Measuring
- ALL CENTERBOARDS WILL BE MEASURED

SUNDAY, 10:00 AM

- Women's and Junior's Nationals

SUNDAY AFTERNOON

- CSA's Annual Luau

MONDAY

- Races 1 and 2 of Qualifying Series
- Sailing Seminar and Discussion
- Steve Hartman's Italian Feast

TUESDAY

- Race 3 of Qualifying Series
- Optional Golf Outing - Governor's Run
- Evening Open

WEDNESDAY

- Race 1 & 2 of Championship Series
- Annual Meeting

THURSDAY

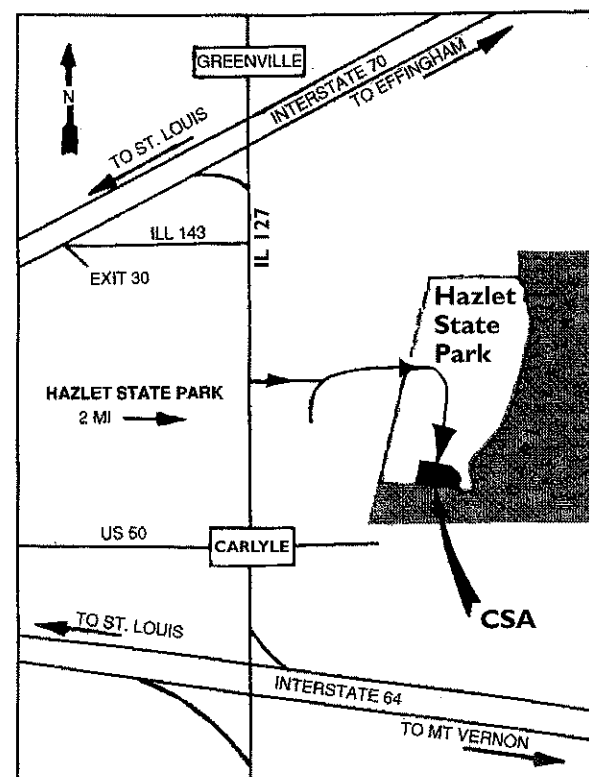
- Race 3 & 4 of Championship Series
- Steve Hartman's Lobster Extravaganza

FRIDAY

- Race 5 of Championship Series
- Awards Banquet

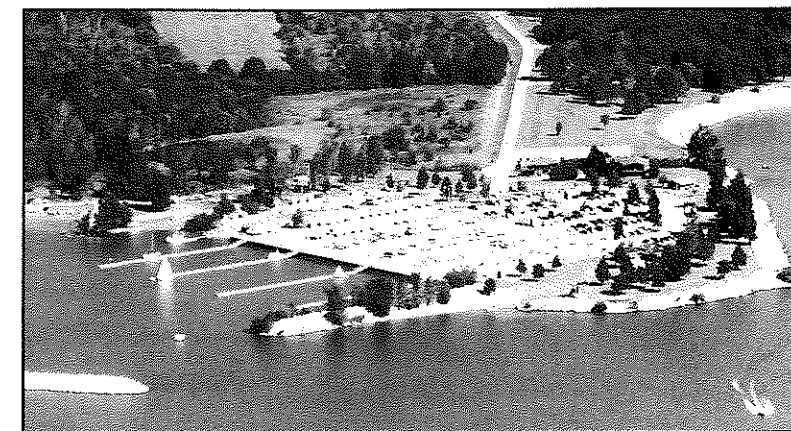
Warm up for the NAC at
the Egyptian Cup Regatta
May 30 & 31, 1998.

See Starting Line
for details



Please make checks
payable to Fleet 83

Mail Registrations to:
Blanche Wiegand
2533 High Ridge Avenue
Jennings, MO 63136



1998 FLYING SCOT NAC PRE-REGISTRATION

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Fleet#: _____ Sail#: _____

Total number of people (for meal planning): _____

Registration Fee: \$120 if postmarked by June 15; \$140 after that date.

Deduct \$10 if you are a member of USSA (member # _____)

1998 WOMEN'S NAC PRE-REGISTRATION

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Fleet#: _____ Sail#: _____

Registration Fee: \$20 if postmarked by June 15; \$25 after that date.

1998 JUNIOR'S NAC PRE-REGISTRATION

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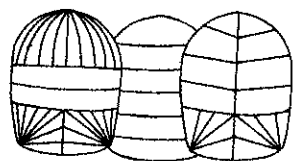
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<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut	\$350	<input type="checkbox"/> Main Window each	\$15
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle	\$15	<input type="checkbox"/> Mainsheet Retainer	\$8.50
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<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets	\$12.50	<input type="checkbox"/> Tapered Battens	\$30.00
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Flying Scot Wife-Husband Regatta A View from the Dock

by Karen Ryan-Young

District Governor Charlie Fowler had been urging me to take my boat "on the road" since I bought it two years ago. I had hesitated for many reasons: lack of time, lack of skill as a new skipper (my husband Ross started sailing two years ago), and a 26 year old boat and trailer, ol' 1881.

Ross and I had made a short trip to the Upper Keys Sailing Club in Key Largo in January for a one day race in 15-20 knots, and we didn't finish last. I was encouraged. So, when Charlie told us about the Wife-Husband Championship at the Rudder Club in Jacksonville this past October, I thought, what a great opportunity to meet other Flying Scot couples and see what this "on the road" stuff was all about.

We watched the weather closely days before we left. After capsizing during a squall the first summer we had the boat, we were cautious sailors. I had resisted Charlie's urging to learn to sail the boat in strong winds. So, when we left Miami at noon on Friday of race weekend, there were small craft warnings here, but we hoped the winds would be lighter further up the coast.

Ross had greased the bearings on the trailer and we had a new spare tire. I found that driving with the boat in tow on I-95 was effortless. As we approached the Rudder Club at sunset, a Flying Scot was gently moving on the St. John's River - what a peaceful sight. The Club was nestled in a forest of Spanish moss-covered oak trees. It had a long L-shaped dock, a swimming pool and a cozy clubhouse. There were motorhomes and tents on the grounds. What a friendly group of folks. There were delicious appetizers to munch on and helpful hands for setting up the mast on the boat (oops..forgot the masthead fly). Jon Hamilton was on hand to register us, (I had seen his name in *Scots'n Water* many times) and there

were more Flying Scots than I had ever seen at one time - at least 20 boats.

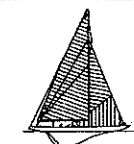
Back at our motel watching our favorite channel - you guessed it - the Weather Channel, we were optimistic that we could keep up with the Challenger Fleet in 12-15 knots of breeze, brisk but not overpowering. Were we surprised when we got to the club Saturday morning and saw dark clouds and gusting winds.

After a good breakfast, we were ready to give it a whirl. There were even more boats in the water. Boats with names like, "Cheap Seats", "33% Fat Free", "Mutual Fun", and "50-50". I felt bad because I still couldn't decide on a name for my ol' gal. The couples began leaving the dock and heading out for the middle of the

river. Fear began to build in my stomach - can we leave the dock without hitting anyone? Can we keep from being pulled towards the bridge in the strong tidal current?

We watched the others leave and tried to imitate their maneuvers. We found ourselves at the starting line with the wind picking up and a squall approaching. Boats were losing control, some took their mainsails down. One capsized. I decided we should drop the main. We did and headed back to the dock under jib. A few other boats followed us, but the majority continued to race.

Continued on page 14



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Continued from page 13

Back at the dock, we were shaken and felt very much out of our league. But after an hour had passed, the weather improved and we decided to try again. Some couples were content to stay on shore and watch the races with binoculars, but we had traveled 400 miles. We had to try again. So out we went. The second race had already started, so we sailed around and watched the racers, getting ourselves "pumped up" for the third race. As the countdown began, a black squall line appeared to the east and the winds began to freshen. We were tired and had had enough excitement with the earlier squall. We turned stern and went back to the dock along with 2 other boats. Ross commented "There is The Championship Division, The Challenger Division and The Chicken Division." We won that race - first to the dock!

That night at the dinner of BBQ Chicken, Nancy Fowler's chowder, salad and lots of desserts, we mixed and mingled with couples from Illinois, Ohio, Texas, Alabama and Tennessee. Middle-aged people like us who have been racing together for 20-30 years. They had dealt with the squalls, wind and waves all

afternoon. We were stiff and sore, though we hadn't worked hard enough to justify our aches. Boy, were we wimps!

Sunday, we awoke early, determined to do a race before we headed back home. We left the dock an hour before the first race. The wind was light - maybe 8-10 knots. We cruised along the shoreline noting the small cottages, the crab traps, and the nuclear power plant. The race committee boat appeared and set a course. We sailed the course, tried the spinnaker. We were ready. Boats began arriving on the scene. The starting sequence began - and so did the wind. Ross looked at me and I said, "We can handle this." So we hiked out, began playing the main, vanged the boom and we were right on when the red flag went up. But as we sailed upwind we fell further and further behind. We were last at the upwind mark, and by the time we got the spinnaker up we had reached the jibe mark. We accomplished our jibe and sailed off to the downwind mark, noting that the wind was gusting again. As we reached the downwind mark, we looked behind us and a big black squall line was approaching again. Ross commented that it was 11:00 am and we needed to get on the road by noon. So, we clucked and

headed back to the dock, again first in the Chicken Division.

The squall disappeared, and the winds actually settled down. But we were hauling the boat and getting ready for the long trip home. As we crossed the St. Johns River bridge, we saw the fleets with spinners heading for the downwind mark. What a beautiful sight.

Though we didn't complete one race that weekend, I felt it was a success. I lost my fear of towing my boat on an Interstate. We met some wonderful, talented sailors, ate some good food and felt a part of a special group of people who share a life-long interest.

For those who have never gone "on the road," I say, "try it, you'll like it."

P.S. A month later, at a local two day regatta which was one of the Florida series races, Ross and I finished fourth out of eight boats in the last of three races in 15-17 knot gusty winds and rough choppy waters. Unfortunately, my boom developed a crack so we couldn't compete in the Sunday races - but we sailed out to the start all ready to shed the "chicken division" title. Charlie commented at the Saturday night dinner that he was proud of us for completing the days races. ▲

1998 Wife-Husband Regatta

Toms River, New Jersey • June 13 and 14, 1998

The beautiful Toms River and Barnegat Bay will be the site of the Wife-Husband National Regatta this year. We invite you to come and enjoy the fun, fellowship, and race activities over the weekend. A schedule of events and directions to the club will be sent out to all pre-registrants and any other requests. So mark your calendars now!!

MOTEL ACCOMODATIONS IN TOMS RIVER, NJ

Holiday Inn, 290 Rt. 37E, (732) 244-4000
Quality Inn, 815 Rt. 37W, (732) 341-2400
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(732) 244-1000

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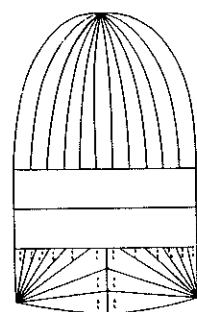
Cedar Creek, 1052 Rt. 9, Bayville, NJ
(732) 269-1413
Surf and Stream, Rt. 571, Toms River, NJ
(732) 349-8919

REGISTRATION FORM

Wife: _____
Husband: _____
Address: _____
City: _____ State: _____ Zip: _____
Sail#: _____ USSA#: _____ FSSA#: _____
Division:(circle) Champion Challenger Senior Class
We will need babysitting:(circle) Yes No
Children: Number: _____ Ages: _____

Registration Fee:
\$85 if postmarked by May 1 (additional \$5 if not USSA member)
\$95 total if postmarked after May 1.
Registration fees include 2 lunches & 2 dinners Saturday and 2 lunches Sunday.
Extra meals may be purchased.
**Please make checks payable to Toms River Yacht Club (TRYC)
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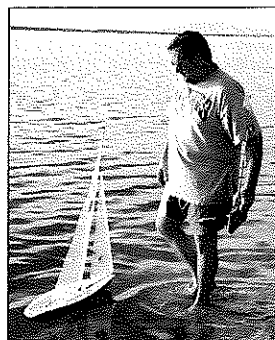
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RC Racing in Flying Scot Fleets



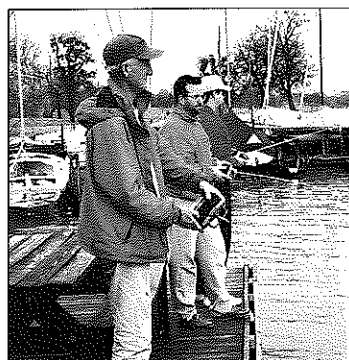
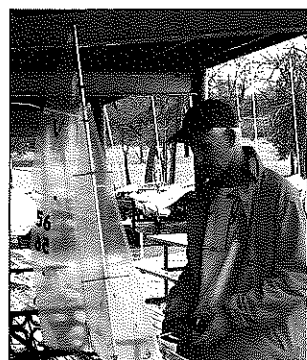
A strange occurrence is happening in the Flying Scot Fleet. No, it's not anything bad or harmful, but the already organized Flying Scot Fleets are getting awfully busy on non-racing days. Maybe the weather is too bad to go sailing in the Flying Scots, (after all it is winter in most areas), the family wants to go on an outing or perhaps it just isn't a day to go to work...Remote Control Sailing is the Answer.

The Victoria 33 inch remote controlled sailing vessel has become the boat of choice for the Dallas fleet and the Garcon Point Florida fleet. I understand that there are other boats organizing in Carlyle, home to the 1998 Flying Scot Nationals.



How is this new activity going to affect Flying Scots? Will we see RC racing between races at major events? Are there any other Flying Scot fleets that have gotten into RC racing? What kinds of boats? Is this another way to learn racing rules?

Is this another case of boys and girls with more toys or a lasting hobby within the fleets? Let me hear your thoughts and ideas. I understand that there will be several informally scheduled races at both the Midwinter regatta and the North American. ▲



The Boom Vang

by Gordon K. Douglass

The boom vang seems to be something of a mystery to many Scot owners, and this is not surprising because it is of fairly recent invention. I find, too, that the vang on many Scots I have seen is not rigged to give the best results. For a number of years we have used a nylonbridle in place of the deck strap on the stanchions as a mooring for the tackle. The bridle is attached at each end to the stanchions, and on it runs a bullet block. The tackle should be rigged with the double block shackled to the slide on the boom, and the single block shackled to the bullet block. The hauling end is then led through a hole in the port stanchion just above the one holding the end of the bridle, and is belayed on the cleat on the port stanchion. This gives the line a fair pull, with a minimum of tightening when the boom goes far out on a reach.

The vang is powerful, but is not ideal for the reason that it is not possible to locate the lower end directly under the gooseneck, with the result that the vang gets tighter as the boom goes out from the centerline. This means that if the vang is hauled taut when the boom is over the centerline, it will be too tight when the boom goes out, perhaps to the point of permanently bending the boom or of tearing off the vang track. Something will have to give. The vang must be used with judgment. Don't overdo it.

What is the purpose of the vang? The vang prevents the boom from rising. The vang is not needed when the boat is close-hauled because the main sheet holds the boom down. On reaches and runs, however, the farther out the boom is eased, the greater is its tendency to rise, lifted by the wind pressure on the upper part of the sail. When the boom

lifts, the head of the sail falls forward, the sail becomes askew and loses part of its drive. Hauling down on boom brings the sail back into shape.

How much tension is needed? Just enough to bring the boom down to where the sail sets properly. In light airs no vang is needed; the vang tension will only flatten the sail at a time when more shape is desirable rather than less. As the wind increases in velocity, more tension is needed, and the only rule is to observe and judge the shape of the sail. Use discretion, and don't overdo it.

As a by-product, the vang permits safer jibing in heavy winds because it keeps the boom from lifting into a goosewing, a most embarrassing situation. For such conditions, I recommend what is known as flying, North River or Swedish jibe. ▲

Reprinted from January, 1967 issue.

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Aggravations

by the Moore men

After a hard race or maybe two back-to-back, getting the main sail down at the dock or before drifting in to a lee dock is a prime task prior to relaxing and taking a snort from the water bottle or something else.

The boom crutch, that short pole with the oar lock on top, finally gets to do its part. When placed in its holes it's ready to help you relax but it wants more attention so rather than stay with the oar lock athwartships it ends up fore and aft so you can't drop the boom in it without another trip aft to turn it!

Solution: Saw off about one inch (about two centimeters, for you metrics) at the top of one side of the oar lock. Now you can turn the oar lock athwartships (side ways) with the boom while you are still at the winch. SHAZAM! ▲

Meet the Staff

In an effort to better acquaint you with the FSSA staff, we will run an article and picture in each issue of Scots 'n Water until all staff members have been identified.



Donna Pleicones

Hi! My name is Donna Pleicones and I have worked with J. Edgar Eubanks & Associates for eighteen years. My responsibilities include being the office manager and bookkeeper for the company, with all that entails. As for Flying Scot Sailing Association, I am the person who pays your bills, reconciles your bank statements and produces your financial reports monthly. I also work with the CPA firm on providing information and filing tax returns and on preparing the financial records for the audit. It is also my responsibility to work with the Post Office each year on a postal audit for Scots'n Water.

Personally, I am married and have two daughters. The older, Sally, is married and has a son, Max, who is the light of my life. Our younger daughter, Laura, is a freshman in law school at the University of South Carolina.

Most of my spare time goes to my family, but I try to work in my garden as often as possible.

It has been a pleasure to work with the Flying Scot Association all these years. While I have not attended a regatta, I have enjoyed meeting the FSSA members who have visited our office, and quite a few of you have done so. ▲

Starting Line

Note: Please send all regatta notices to the Association Office

Warm Up Regatta

March 28 and 29, 1998
Ft. Walton Beach, FL

For more information, please contact Bill Rackey at (850) 897-6081.

Mid-Winters

March 30 - April 3, 1998
St. Andrews Bay Yacht Club,
Panama City, FL

For more information, contact Ruth Elder at (850) 769-2453.

Douglass Dinghy Derby Day

May 2, 1998
Nockamixon Lake
Quakertown, PA

The first Douglass Dinghy Derby Day will be held on May 2, 1998 at Nockamixon Lake and will be hosted by Fleet 163, Thistle Fleet 176 and the Nockamixon Sail Club. Come join us for a full day of fleet racing for Scots and Thistles on beautiful Nockamixon Lake.

For more information, please contact Fred Molden at (215) 321-4121 or email at fred@icdc.com.

Great 48 Regatta

May 2 and 3, 1998
Lake Norman Yacht Club
Lake Norman, NC

Mark May 2 and 3 on your sailing calendar! The Lake Norman Yacht Club will host the "Great 48" Regatta. As you are aware Lake Norman YC has the reputation of hosting well run and fun to be at regattas. Friday afternoon there will be a seminar held by Graham Hall, or you can visit some of the places of interest in the beautiful North Carolina area.

Three races will be held Saturday morning. Prior to racing Saturday and Sunday, a continental breakfast will be provided. After Saturday's racing a dinner and music will close out the day. Sunday's racing will start early with two races ending in mid afternoon. This will allow out of town competitors the opportunity to get an early start home after this great regatta.

For more information, please contact John Burke at (864) 963-9361 or Chuck Gise at (864) 433-1980 (w) or (803) 548-2896 (h).

Full Moon Regatta

May 30, 1998
Red Bank, NJ

Calling all Flying Scots! The first stop on the 1998 New Jersey Championship Series circuit is in Red Bank, NJ on Saturday, May 30. The seventh annual Full Moon Regatta, hosted by Monmouth Boat Club, and 1997 Flying Scot Fleet of the Year, #157, will be sailed on the beautiful Navasink River. Come test your prowess as five races are planned. EZ in, EZ out on the three hoists next to a state and national historic landmark, the MBC clubhouse. Skipper's meeting is at 9:30 am. All Scots are invited to stay and sail in the club "Bridge Race", a long distance race for all sailboats, on Sunday afternoon, May 31st.

For more information, contact Fleet Captains, Bruce and Jackie Cattanach at (973) 586-0825 or via email at bcattanach@aol.com.

Egyptian Cup

May 30 and 31, 1998
Lake Carlyle

Warm up for the NACs and sail for a trophy which dates back to the 1950's. Great racing, food and partying. Excellent camping next to the harbor.

Contact Emilio or Sue Tellini at (314) 458-6040 (home) or (314) 458-7878 (work).

Greater New York District Championships

June 6 and 7, 1998
Indian Harbor Yacht Club, CT

For more information, please contact Josh Goldman at (703) 625-0768.

1998 Wife-Husband Championship

June 13 and 14, 1998
Toms River Fleet
Barnegat Bay, NJ

For more information, please contact Edward and Kay Summerfield at (732) 286-4890.

1998 Midwest District & Single Handed Championships

June 19, 20 & 21, 1998
Medicine Lake
Plymouth, MN

Fleet 140 & Medicine Lake Sailing Association invite you to participate on Friday, June 20, in

the Midwest Single Handed Championship. There will be three races beginning at 3:00 pm with a dinner party to follow. On June 20 & 21 we will have the Midwest District Championship. This will be our first occasion to host these races, so everyone is excited to show the participants a great event. City and state agencies are cooperating to make this event a success. A campground is available. Launching will be by ramp only.

For more information, contact Larry Klick at (612) 546-1042

Douglass/Orr Invitational Regatta

June 20 and 21, 1998
Sprite Island Yacht Club
Norwalk, CT

For more information, please contact Joe Gulick at (203) 438-2440.

Pig Roast Regatta

June 20 and 21, 1998
Fleet 1, Cowan Lake
Wilmington, OH

Challenge the magic of Cowan Lake in either the A or B fleet. Continuing our tradition of promoting sailing as a family sport, crews that include parent(s) and child(ren) under 18 years will also be scored separately regardless of the fleet they are competing in. Space is available for camping at the club, and the Saturday pig roast is a highlight of the event.

For more information, please contact Dave Reid, 2075 Evanor Lane, Cincinnati, Ohio, 45244-2915, (513) 474-0607.

New England District Championships

June 27 and 28, 1998
Massapoag Yacht Club
Sharon, MA

For more information, please contact Jim Cavanagh at (617) 784-5088.

1998 North American Championships

July 11 - 17, 1998
Carlyle Sailing Association
Lake Carlyle, IL

See notice on page 10 and 11.

For more information, please contact Jim Harris at (314) 966-8404.

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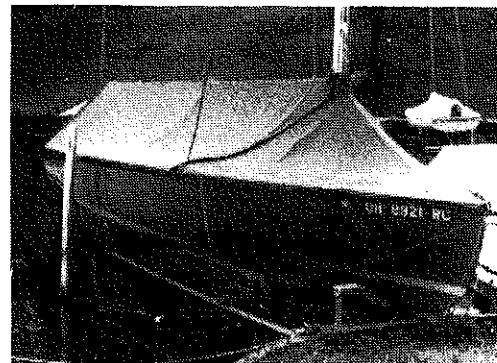
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Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

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



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1998 Women's/Junior NAC
July 12, 1998
Carlyle Sailing Association
Lake Carlyle, IL

For more information, please contact Jim Harris at (314) 966-8404.

Berlin YC Invitational Regatta
July 12, 13 and 14, 1998
North Benton, OH

Come join the fun and fellowship with Fleet 19. Welcome party Friday evening; two races, wind permitting, Saturday, with great BYC Bash following; and the third race scheduled for Sunday morning, followed by lunch.

For more information, please contact Rear Commodore of BYC, Ron Craig at (330) 337-9498.

Fleet 177 Invitational
August 1 and 2, 1998
Housatonic Boat Club
Stratford, CT

For more information, please contact Forest Rogers at (203) 775-0665 or Melanie Dunham: (914) 855-0619 or e-mail: FS2601@aol.com.

LI Summer/Sprague Memorial
August 8 and 9, 1998
Moriches Yacht Club
Center Moriches, NY

For more information, please contact Tony and Regina DiResta at (516) 878-8710.

New York Lake District Championship & Saratoga Lake FS Invitational
August 15 and 16, 1998
Saratoga, NY

For more information, please contact Peter and Ann Seidman at (518) 877-8731.

1998 Flying Scot Canadian Championship
August 22 & 23, 1999
Stony Lake, Ontario, Canada

The bi-annual Flying Scot Canadian Championship is scheduled for August 22 & 23, 1998. This regatta is famous for its hospitality and competitive racing. Accommodations are provided through billeting at local cottages. All meals from Friday night's arrival to Sunday afternoon's departure are supplied at the Stony Lake Yacht Club. There will be four races, two on Saturday and two on Sunday. A

rechallenge of the Team Canada vs Team USA paddling-a-scot is planned for the Saturday evening cocktail hour.

For more information, please contact race chairman Susie Hauth at (416) 489-1737 or email: 72062.2704@compuserve.com.

Horricks-Palmer Invitational
September 12 and 13, 1998
Sayville Yacht Club
Bluepoint, NY

For more information, please contact Paul Patin at (516) 363-9069.

Whale of a Sail
September 12 and 13, 1998
Lake Carlyle

Spend a perfect September weekend at Carlyle Sailing Association's annual multi-class regatta. Expect 125 boats, 15-20 Scots, great race management, great food, and a live band. Excellent camping next to the harbor.

For more information, please contact Jim Harris at (314) 966-8404.

Harvest Moon Regatta
September 12 and 13, 1998
Atwood Lake

The Ohio Districts will be held during the weekend of the Harvest Moon Regatta.

For more information, please contact Jack Stewart.

Ohio District Schedule

May 16 and 17, 1998 ~

1998 Buckeye Regatta, Hoover Reservoir, Fleet 37

June 13 and 14, 1998 ~

Berlin Lake, Fleet 19

June 20 and 21, 1998 ~

Pig Roast Regatta, Cowan Lake, Fleet 1

July 25 and 26, 1998 ~

Sandy Douglass, Deep Creek, Fleet 6

September 12 and 13, 1998 ~

Ohio District Championships, Atwood Lake, Fleet 65

September 26 and 27, 1998 ~

Sail-for-the-Grail, Lake Arthur, Fleet 80

October 3 and 4, 1998 ~

Grand Annual Regatta, Cave Run Lake, Fleet 165

Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	3103	L. Jack Neely	116 Bramble Avenue	Butler, PA 16001
	4562	Ken Jaek	13513 Cotley Lane	Richmond, VA 23233
155	4912	Bruce & Sandra Kozlowski	14312 Shelter Cove Road	Midlothian, VA 23112
160	4435	Daniel L. McFarland	HC75 Box 673B Low	Locust Grove, VA 22508
Carolinas District				
	5018	Al Reardon	2003 Whitepine Drive	North Augusta, SC 29841
		David B. Jones	101 Paddington Drive	Concord, NC 28025
48		Bob Lunsford	6523 Fox Meade Lane	Charlotte, NC 28215
48		Jim Singer	130 Beach Lane	Mooreville, NC 28115
Greater NY District				
	0214	Rich Kenny	PO Box 1674	Brick, NJ 08723
	1621	Ralph Bernard	11 East First Street	Freeport, NY 11520
	4386	Allison, Ed, Ian & Daniel Liberty	2 Fernwood Court	Colts Neck, NJ 07722
		Howard Rosner	356 W. Pine Street	Long Beach, NY 11561
	5227	Scott Callahan	19 Route 206	Far Hills, NJ 07931
Gulf District				
	2091	Ben Taylor	1001 W. Michigan Street	Hammond, LA 70401
Michigan-Ontario District				
15	2399	Bill Goodrich	10606 Country Club Drive	Richland, MI 49083
New England District				
	4455	Tom Sullivan	226 Intervale Road	Gilford, NH 03246
124	2769	Paul W. Keohan	145 Chestnut Street	Duxbury, MA 02332
		Stephen Sprole	42 Flintlocke Drive	Duxbury, MA 02332
Ohio District				
	5156	James J. Tloczynski	4428 W. 47th Street	Cleveland, OH 44144
1	2074	Douglas W. Farnham	36 W. Charlotte Avenue	Cincinnati, OH 45215
Pacific District				
100		Roger McVicker	413 Shaw	Richland, WA 99352
Texas District				
	1889	Fred W. Martin	1900 Bay Area Boulevard, L229	Houston, TX 77058
	0492	Lloyd Lindsey	916 Hilltop Drive	Canyon Lake, TX 78133
	0780	William W. Hartman	13332 Black Canyon Drive	Austin, TX 78729
23	3403	Bill Kerr	906 Tunsing	Grand Prairie, TX 75050
Florida District				
	3529	Andrea Stringos	3613 Alhambra Circle	Coral Gables, FL 33134
New Members this report 26				

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
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 - 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	\$298	\$308	\$323
Flat Full Sided	\$394	\$410	\$432
Tent 6" Skirt	\$342	\$346	\$364
Tent Full Sided	\$439	\$452	\$474
Sail # Installed	\$25.00		

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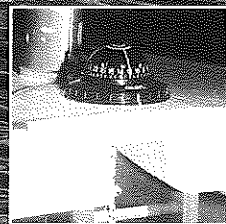
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Parts... When your boat needs a part, Flying Scot® Inc. has it and we'll ship it within 24 hours! We also supply covers, trailers, and other accessories designed and built specifically for Flying Scots. All Scot owners are automatically on open account.

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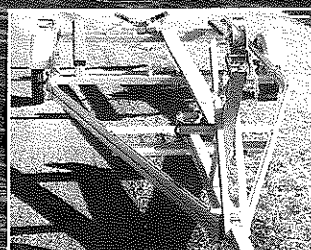
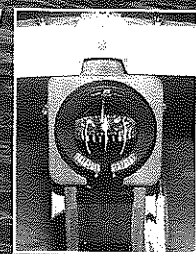


Aquameter Sailor II Compass and Mount...

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, \$67.00

Plastimo Contest Tactical Compass and Mount...

3 3/8" 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. Price complete, \$230.00

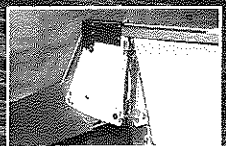


Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5' and features 4.80x12" 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, \$135.20

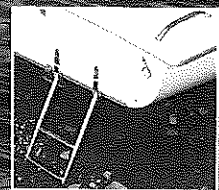


Rudder Lift System...

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, \$93.00

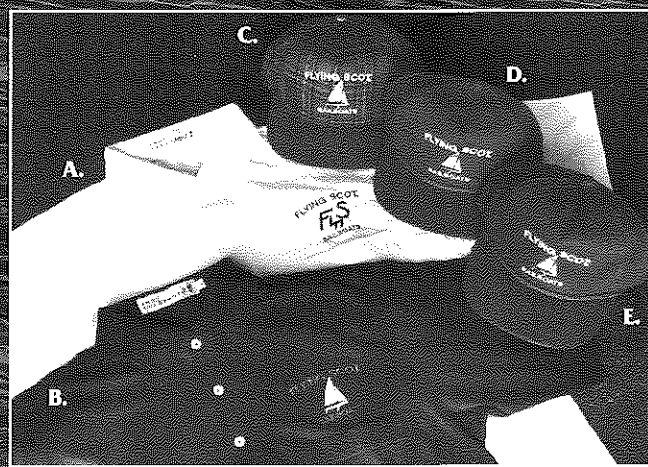
Swim Ladder...

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 furling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight is approximately 2 pounds. Price complete, \$145.00



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.

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

Spinnaker Pole... 1.5" diameter pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip, \$185.00

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, \$120.00

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, \$57.70

Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube with black Hyperion grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts, \$42.50
 Clip to hold extension to tiller, \$1.85

Ronstan Telescopic X-10 Tiller Extension... 29" to 48" telescopic, same as Fixed X-10 above with twist-lock adjustment. Hyperion grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts, \$70.85
 Clip to hold extension to tiller, \$2.40

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, \$54.10
 Replacement bag only, \$39.70

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, \$9.45

Flying Scot® Inc.

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

Submissions for Caveat Emptor must be 50 words or less.

A \$25.00 fee is charged for placement in both Scots'n Water and the FSSA Website. A \$15.00 fee is charged for placement only in Scots'n Water.

Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment.

Send payment to FSSA Headquarters, 3008 Millwood Ave., Columbia, SC, 29205.

FS 430- Douglass, white deck and bottom, navy blue hull with graphics, "Spirit of Grenadier Isle", North Sails, all race extras, hull flow sanded and teflon coated, two centerboards, custom console, good race reputation. Trailer with spare tire, Harrisburg, PA. \$3500. Call (717) 938-9670.

FS 826- Lofland, white deck, red hull, two suits of sails, two spinnakers, Harken blocks, cockpit cover. Pamco tilt-bed trailer. Hoist. Dry sailed. Good racing record. Located central Michigan. \$3000. (\$2400 without hoist). Call Dick at (517) 463-1728.

FS 3002- Douglass, white hull, light blue deck. Harken blocks, motor mount, galvanized trailer with spare tire, new tires, buddy bearings, boom tent cover with full skirt. Infrequently sailed in fresh water only. Dry sailed, stored on trailer inside during off season. Like new condition. Located in Lancaster, PA. \$4200. Call Paul at (717) 392-3188, email at Speitel@redrose.net.

FS 3747- Douglass, white deck and hull, 2 suits of sails and 3 spinnakers. Ready to race. Dry sailed. Located on Long Island, NY. \$3900. Call Iris at (516) 741-7811 or email at Irisstang@aol.com.

FS 3789- White hull with red stripe. All basic equipment with trailer. Located on the Outer Banks, NC. Contact Jon Britt at (919) 261-4369 or email at norbanks@interpath.com.

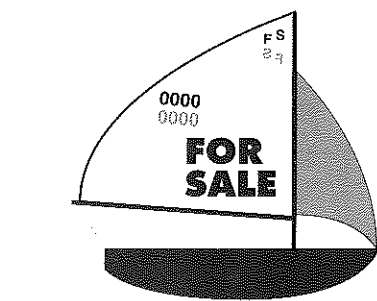
FS 4354- Douglass, ivory hull and deck with blue trim. Schurr sails, never used spinnaker, outboard and bracket, anchor, Sailor's Tailor full cover, compass, dry

sailed and no bottom paint. Galvanized TeeNee trailer, spare, nose wheel, and extras. Excellent condition. \$4800. Located in Tuckerton, NJ. Call George Shinkuna at (609) 296-4142.

FS 4479- Gordon Douglass, white with green stripe. Main and jib replaced and used one season, spinnaker never used. Clusing cover by Sailors Tailor, TeeNee trailer, winter storage in barn. Located in Huntingdon Valley, PA. Used very little. \$6200. Call Charles Cordus at (215) 947-0168.

FS 4548- Douglass, white with blue stripes, TeeNee trailer, tongue jack and spare. Mast up cover with skirt. Located in Tampa, FL. Will consider delivery. \$5800. Call James Tyson at (800) 785-2699.

FS 4791- White hull with red stripe. A great opportunity to equip a boat the way you want. Hull and standing rigging in excellent condition, but needs sails and trailer. Located on the Outer Banks, NC. Contact Jon Britt at (919) 261-4369 or email to norbanks@interpath.com.



FS 5150- New condition, red hull with white deck, racing package, dry sailed twice, never raced, aluminum trailer, motor mount, downhaul, thru-deck spinnaker hal-yard take-up reel, guy hooks, adjustable tiller, shroud covers, 1:1 and 2:1 jib rigging, 10:1 vang, cockpit cover, spare tire, Windex, mahogany cap. New over \$13000; will take \$11500. Call Kevin at (847) 646-0685 (IL) or email: MacnCheez@aol.com.

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. \$34.95

Master Helper
 Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. \$79.95

Checks are accepted, payable to SBSC. Please include \$5.00 for shipping & handling. Satisfaction is guaranteed. Maryland residents add 5% sales tax.. Call (410)798-4146 or write:

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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 # or 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	
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\$1.50 orders up to \$5.00
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Merchandise Total
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