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Scots 'n Water

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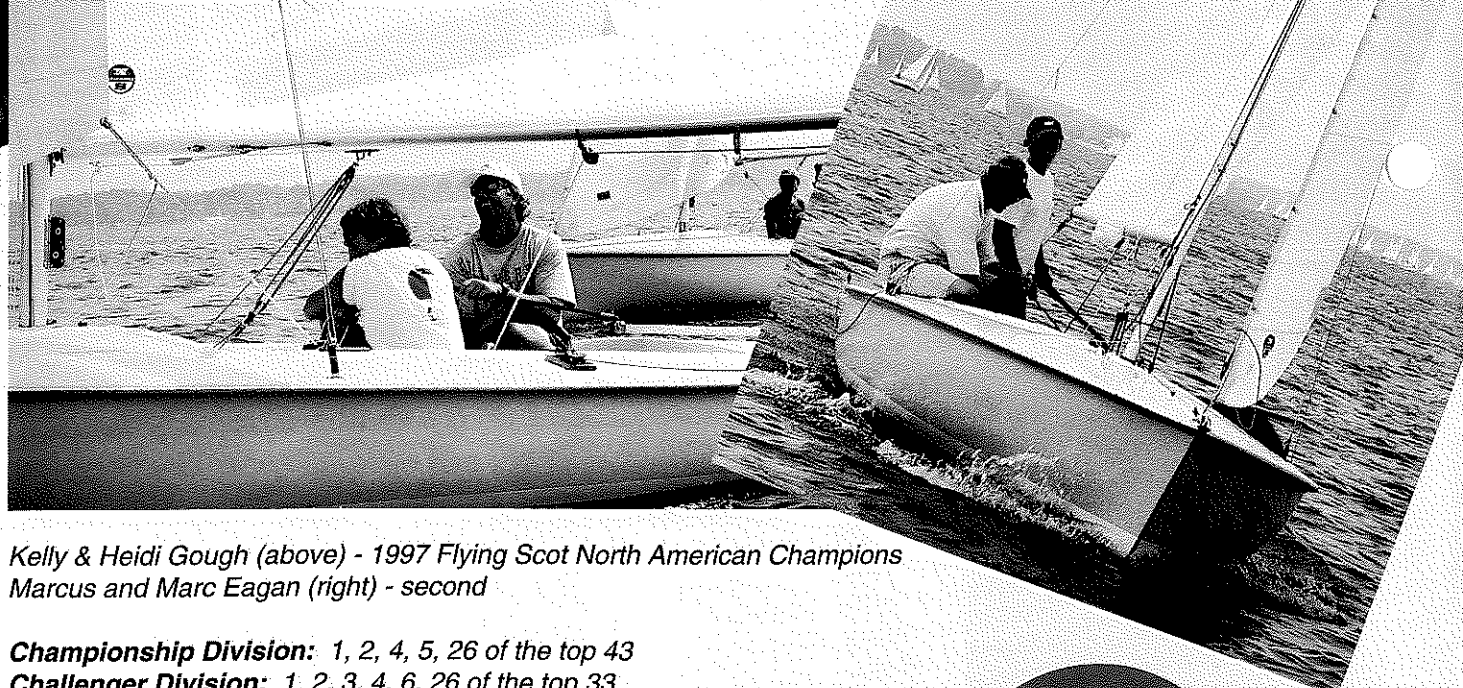
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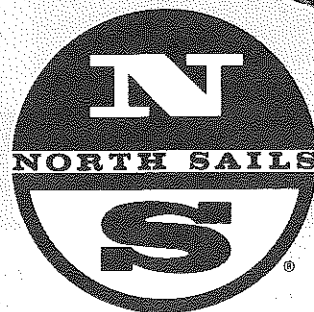
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The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!
Please save all articles submitted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

Scots 'n Water

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On the Cover: The Adams Cup

Letters to the Editor

My wife and I had just finished a club race on the small inland lake Fleet 41 calls home. We hadn't done all that well but had enjoyed the nice breeze and the comradery that accompanies such events. After having tied up at our mooring, we were chatting with another club member about the kids playing on the big inner tubes in our swimming area. She said that she had "tubed" behind a Scot several years ago and it was fun! Yeah, right! And you water skied, too!

Well, after planning pick up (rescue) routines and courses, our friend, Beth, donned her PFD, settled herself on her large inner tube and prepared to "tube" behind a sailboat! With my wife, Judy, acting as lookout on this low traffic afternoon, we set out to see if it could be done. Let me tell you, it can be done and it is really interesting for the "tuber" and the sailors! Given a day with moderate winds, little lake traffic and attention to safety

details, "tubing" can provide a pleasant afternoon's diversion.

Roger Boyer, FS# 2819,
Fleet 41, Michigan

I've not written previously, but something about the current edition of "Scots 'n Water" seemed to motivate me to write a brief note. My wife and I have been the proud owners of FS #4898 for four years sailing out of the Portage Lake Yacht Club in Pinckney, MI. Unfortunately, we had to remain landlubbers last season due to a medical condition of mine, which makes us all the more eager for the upcoming season of pleasure sailing and racing!

I'm writing to second the motion put forward by Philip Olfelt, and to let you know that we were thrilled to hear of Steve Brammer's dedicated effort to pulling together a new edition of "Highlights", and will anxiously await its publication.

I've been racing one-design dinghies for about 10 years, and while I'm always learning more about strategy and tactics from numerous books and magazines, the fact is that all the best tactics in the world can't compensate for not being able to make the boat go fast. After all, knowing the "little tricks" to putting the Scot in its go-fast sweet spot makes racing less frustrating and cruising more pleasurable. And no one can argue that Sandy was the all-time pro at doing that.

So, my hat's off to Steve, and we hope this little note will help keep him motivated at completing what is sure to be an unenviable but satisfying initiative.

Keith & Minnie Helfrich
Michigan

Editor's Note:

Thank you for the letter! Steve is working with a committee and it looks like soon we will be offering this item for sale. ▲

Scot Class Shines in Adams Finals

by Larry Taggart

The Flying Scot was shining in many ways at the 1997 USSA Adams Cup finals held in Mid-September at Southern Yacht Club in New Orleans. The event this year was combined in venue and racecourse with the Mallory finals sailed in J-22's. The racing conditions and facilities were excellent throughout the weeklong event.

How did we shine? First of all there were ten shiny brand new Flying Scots gratefully supplied by Harry Carpenter and Flying Scot Inc. Not only did Harry even spend the entire week at the event to keep the boats in tip-top condition, he also brought along Jim Otto from Flying Scot Inc. to help deliver the boats and assist throughout the week. Since this was an all ladies event, there was no real problem convincing them to stay.

The quality of the boats also shone throughout the event, as they were all rigged exactly the same, with identical new sails. With the series being a complete round-robin no one boat seemed to dominate. While main and jib stayed with each boat, each skipper retained their spinnaker throughout the series to minimize damage to these sails, and it was also a great way to identify competitors from a distance.

At the beginning of the boat briefing Greg Fisher pointed out many of the positive facets of the Flying Scot and the FSSA that make it one of the best in one designs. At the Boat briefing Greg and

Harry gave a stem to stern overview of the boat and how to sail it successfully. The boats were completely equipped by Harry, including compasses, mast-head fly's, buckets, etc. The ladies only needed to step aboard the boat and sail.

The third way in which our class was shining is that the overall winner, Amy Chapman Klienschrodt, is a long time Gulf coast Flying Scot sailor from Buccaneer Yacht Club in Mobile (in her high school days she was occasionally one of my crew.) Her crew was Sara Hall and Jackie



First place winners Amy Kleinschrodt, Jackie Grarski and Sara Hall congratulated by Karen Reisch

side of the rubber boat. This method resulted in absolute no damage to the boats. Harry and I were rather popular during the swaps as we supplied them with drinks as well as a little encouragement. But we were the most popular after the races were over for the day and we came along side each competitor to check on them. Let's just say our nick names were the beer guys!

There was one interesting happening during which we had taken one of the spectators onto our change boat to watch the start of a race. On returning to the larger spectator yacht we had assumed he adequately tied the rubber boat. As we began to move the spectator boat up the race course the skipper received a radio call from another spectator boat who wanted to know if we meant to leave the rubber boat down at the starting area. Our skipper, being somewhat of a dry wit responded "I don't know, I'll go ask them and get back to you." For our supposed cleating inability Harry and I were awarded a rather unique prize at the trophy presentation.

The atmosphere on the spectator boat was also rather unique in that the supporters for what turned out to be the two top teams were aboard but remained self-segregated - one team crowded the bow section and supporters for the other team the aft section.



Second place winners

Gorski. Amy has twice served as crew on winning Adams teams, but this was her first championship as a skipper. Without going into the race by race action, it suffices to say that it was a close series, down to the final race. Other yachting publications can give you the racing details if you are interested.

I worked with Harry and Jim throughout the week and assisted on the change boat which was a rigid-bottom rubber boat tied (normally) behind a 50 foot spectator yacht. When it was time to change boats between races (they were using cross swapping) the respective boats were hauled and came along each



Third place winners



HIGHLIGHTS ARRIVES

The 1998 edition of "Highlights of Scots'n Water" is now available from the FSSA office. It is a compilation of the best articles published in Scots'n Water over the past forty years. It is intended to be used by the first-time sailor/Scot owner as a guide to our wonderful sailboat and as a reference for all Scot

owners who wish to maintain their proficiency with the boat. The articles that are included speak specifically to the Flying Scot and its unique characteristics.

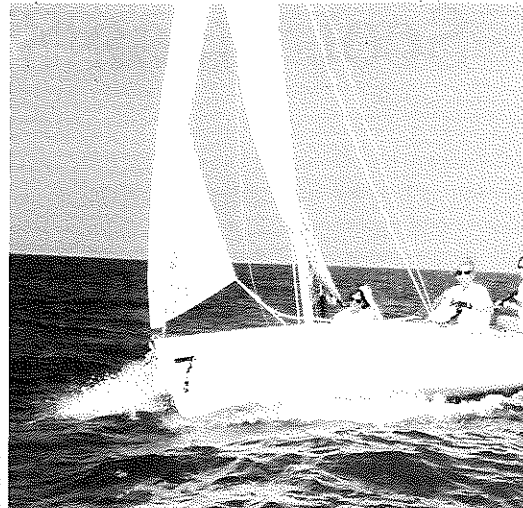
"Highlights" includes articles on the history of the Scot, basic Flying Scot lore, safety, convenience rigging ideas, cruising, and performance sailing. The contributors/authors include some of the best sailors and racers in the sport of sailing plus many people who have been instrumental in the development and promotion of the Flying Scot as one of the leading one-design sailboats in the United States.

Please contact FSSA Headquarters at (800) 445-5646 or (803) 765-0860 for more information. ▲

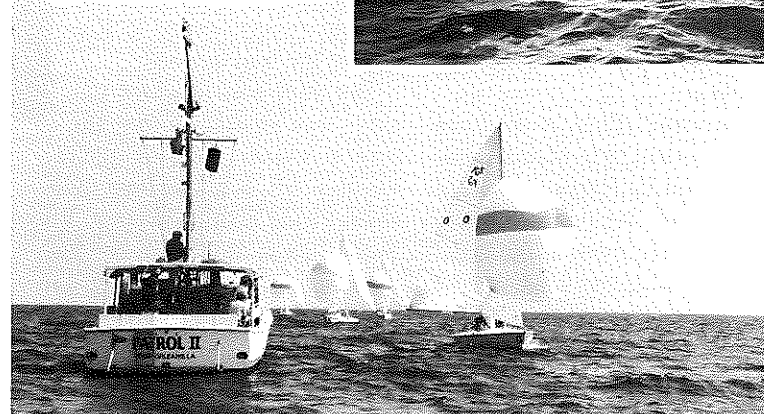
Here are some other items of interest related to the event. Each Scot was rigged with a "fuse" on the vang line to keep the boom from breaking should the vang be over tensioned. But there were no major on the water repairs, except for the replacement of a "multi-purpose" bucket that was lost overboard. We did, however, repair one of the J-22's. During a delayed start because of a break down (a Harken block had come apart) we came to the rescue as the Mallory folks did not have the necessary spare parts

on the water. The ladies really did a great job taking care of their Scots! All in all it was a fun week for all of us, and the Association picked up a few new supporters and members from the lady sailors! I wouldn't mind helping out again with such a national event - as long as it's the Adams!

Congratulations to Amy, Jackie and Sara, and to all of the other teams who made it to the Adams finals! ▲



Harry and Larry



PACIFIC DISTRICT

Full House at Pacific District Regatta in 1997

by Charles Bencik, Pacific District Governor

With all fleets from the west coast represented for the first time ever, Flying Scot crews sailed at Inverness, California, in the West Coast championship in August 16 and 17, 1997. It was an unusually balmy weather weekend on Tomales Bay, 30 miles north of San Francisco. This remote, narrow inlet, formed by the northern extremity of the San Andreas Fault, saw no earthshaking changes in the traditional standings, but there were some surprises, the finish of the last race being among the biggest.

Winners overall were the Kerkowitz crew in FS 31, from Inverness Yacht Club's Fleet 40, the home fleet. But strong

contenders Dennis and Randi Krumm from Fleet 100, Seattle, Washington, came in second. Lance Guwra with Chuck Bencik as crew, from the San Diego area, got a fifth, in FS 4367. Fleet 40's Captain, Dick Olmstead, announcing the results, said, "We got some outsiders breathing down our necks!"

Other placers included former Fleet 40 Captain Sandy Corbett, FS 2706, who placed third; and the Mike Seversons, of Santa Rosa, in FS 4466, who took fourth place.

While Tomales Bay is usually blowing 20 knots or better, the weekend was unusually mild, with several bouts of

totally dead air. The climax of the races came with the finish of the last race Sunday; every one of the 12 Scots finished within the space of a minute or two! At the finish line, the committee air horn sounded like an emergency backing signal in a seaway channel, at one point.

Seattle's Ken Nelson, Fleet 100's captain, said he is resolved to race in next year's championships. Fleet 40 has kept the district's trophy since its inception. Things may soon be heating up, for the 30 Flying Scots of Tomales Bay. ▲

Pacific District Regatta

by Dennis Krumm, FS 3497, Fleet 100

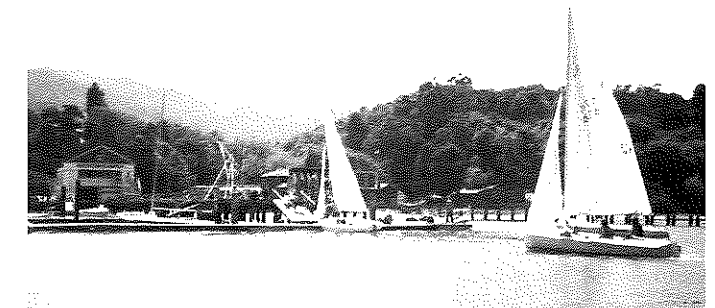
After two years of promoting by our fleet captain, my crew Jeff Crombie, and myself decided to compete in the 1997 Flying Scot Districts, August 16 and 17. This event has been held on Tomales Bay, just north of San Francisco for the past 30 plus years. Competitors from San Diego and the Northwest have never defeated the Inverness Yacht Club sailors and thus the Districts have remained on Tomales Bay. Our goal was clear - beat the I.Y.C. boats and move the Districts to the northwest.

My wife Randi and I left Marysville, Washington (30 miles north of Seattle) three days before the regatta which gave us two days for leisurely driving, one day to check out the race course and to visit Point Reyes National Seashore. The drive turned out to be anything but leisurely with two flat trailer tires and the failure of two sets of trailer wheel bearings. The first time the bearings went out in Salem Oregon, they were replaced with the wrong size units. Six hundred miles later the correct bearings needed to be installed. Finally we arrived Thursday afternoon and were warmly greeted by one of the Yacht Club sailing instructors, Chris. He oriented us to the bay which is long and narrow with very thin water and a sticky black mud bottom. According to Chris and other Fleet 100 sailors that have raced on Tomales Bay in previous years, local conditions are characterized by gear busting north winds.

On Friday Randi and I toured the Point Reyes area visiting the historic lighthouse and Drakes Bay. This National Seashore area has little development and though only an hour and a half by car from San Francisco the peninsula has a very rural feel. No jet skis, no water skiers and lots of kayaks and sailboats. Point Reyes is well worth the visit by itself. That afternoon we picked up Jeff at the Oakland Airport and then went for a practice sail. What a disaster - next to no wind with one hundred eighty degree shifts, ten to twenty seconds apart. A sign of things to come.



Ah, the good life! Dick Olmstead (beard and bottle), Lance Guwra and friends enjoy the picnic food at Kilkenny Beach



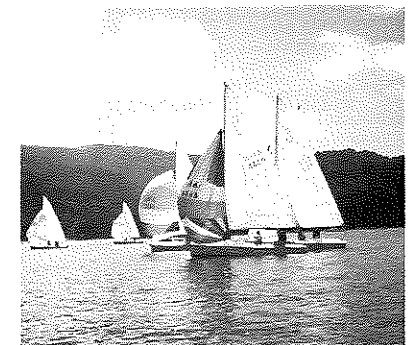
An idyllic setting frames the approaches to the dock at Inverness Yacht Club, 30 miles north of San Francisco, where Pacific District's championships have been held since early days.

On race day the wind was light and from the south. We finished second in the first race beating all the locals but behind a boat sailed by two Adams Cup women and the other I.Y.C. sailing instructor, Mike. Ruth, the skipper and Mourine will represent the southwest district at the women's national championship in September. The Adams Cup was sailed in Scots and they were racing in the Districts to learn the class. They adapted quickly.

We won the second race with the ladies second and the locals trailing. The last race of the day was sailed in light and super fluke air. The two hottest I.Y.C. boats, the Adams Cup women and ourselves finished in the middle of the fleet. We finished second in the first race of the day. The second race had an amazing finish with the entire fleet finishing within sixty seconds after two hours of sailing.

At the awards ceremony there were some tense moments for the locals until the first place Adams Cup ladies decided to return the Districts to Tomales Bay. I.Y.C. sailors were incredibly lucky with this turn of events since it is over 800 miles to Fleet 100 waters! We were fortunate to finish second and that the normal heavy north winds took a vacation during the regatta. The resulting Puget Sound like conditions were to our liking. Also to our liking was the tremendous hospitality of all the Inverness Yacht Club members. ▲

Pacific District Flying Scots race on Tomales Bay in the August 16-17, 1997 Pacific District Championships with mild, untypical Tomales Bay weather



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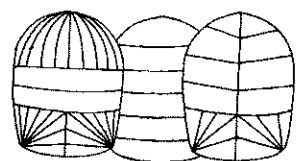
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Sailboat Racing with All the Comforts of Home:

Learning How it's Done on Posey's Simulator

by Charles Bencik

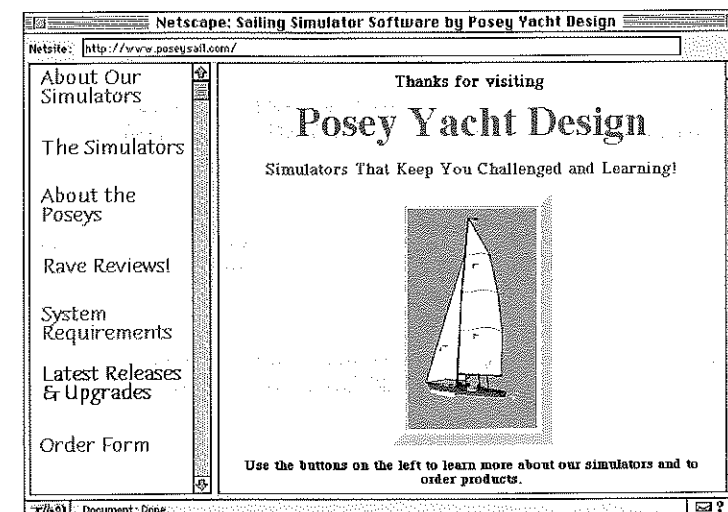
It's a cold, blustery, overcast day. A full gale is howling up the bay, the wind chill is numbing, and the snow and ice are piling up on the ground.

Whad'ya gonna do! GO SAILING, NATU-RALLY! No, not out THERE, Dummy! On your computer. With your Thistle. Or your Laser, Snipe, 505, JY15, Lightning, keelboat, either of two catamarans, offshore boat or America's Cup class. Posey Yacht Design's advanced racing simulator (\$54.95 plus shipping, 30% discount for each additional copy from Posey) lets you do all this in the comfort of your computer corner at home, dry and warm, with a flagon of bubbly and a tray of canapes at your side. As a Flying Scot sailor, I'm out

of luck here, though the Thistle is a good substitute. I decided that, as the world's least experienced, and therefore worst racer on the Bay, I'd like to see if using a computer could teach me what a successful sailboat racer does to win. advanced racing simulator seems to do it. I've "raced" in its simulated 10-boat Lightning fleet at a relatively low Level 5 difficulty, and come in first place on a triangular course in two 3-race series. This does wonders for a guy's ego!

It works with Windows 3.x or 95, and with Macintosh 5. You boot up the floppy, and choose boat class, wind strength (strong, moderate, light), difficulty (1 - lowest - to 15 - best), fleet size (2 to 15 boats), tide or none, (windward/leeward, triangle once or twice around, etc.), position of shoreline (north, east, west, south) and velocity made good (VMG) on screen (with performance penalty). Click START and see the layout of the racecourse and compass headings for each leg. Click VIEW and WEATHER and get a table of

wind directions at the committee boat over the past hour, plus speeds, temperature and general weather. It's a good time to take notes, draw the course, and write down the optimal headings on each leg.



Touch the spacebar and see yourself and other boats maneuvering below the starting line. An optional helicopter view/radar is in one part of the screen. You begin at the unfavored end near the committee boat. Your sheet, vang, outhaul, luff, and traveler are all slack; skipper and crew are in the center of the boat. A countdown clock is running in upper left; wind direction, direction to mark and boat compass heading are displayed at screen bottom. You adjust sheet, crew positions in the cockpit, outhaul, luff, vang, mast bend, and traveler set for your pre-race maneuvering. left and right tiller works with the mouse on a bar at the screen bottom, a hazard, because if your focus wanders and you leave the mouse there, you can find yourself in irons or hitting someone. Classes that steer with a wheel use the opposite hand motion. When you get blanketed or backwinded by another boat it's quite obvious, if you haven't already figured the fact out on your own; a red-lettered

notice comes up on the status bar. You can view the action from any angle - actually see from positions you'd never get to on the water - see puffs coming, either in the virtual view, or with "helo" views at various levels. The line marking the direction to the next mark tells you information you might have trouble figuring out on actual water. You'll realize the importance of knowing the compass headings to the marks, and how it compares to your boat's compass heading. The start line shows until the race starts. A light line on the "water surface" shows you the heading to the next pin. Depending on what processor chip you're using, you use the speed control to adjust time rate from slow

motion to silent screen comedy speed (helps the boats at the back of the fleet finish faster, so you can see the race standings sooner).

Advanced racing simulator has coaching options. Committing a foul turns your sail black, a penalty message comes up at the top of the screen and you're instantly put back behind the fleet (current racing rules are applied by referee). Whitecaps, puffs, telltale flutter, sail filling/collapse, crew positions, wake and bow waves are appropriately shown. Animation is a little jumpy. But the total experience is much like the real thing.

For starters, set it in DEMO mode and the computer does your racing. But I've found I'm getting better than the computer, lately. Will the Posey Racing Simulator's vicarious racing experience transfer to real water and fiberglass? Remains to be seen. But I'm more game now than ever. ▲

[Posey Yacht Design, 101 Parmelee Road, Haddam, CT 06438 (860 345-2685) or http://www.poseysail.com

Sail America Inducts the Flying Scot into the American Sailboat Hall of Fame

by Harry Carpenter



“A boat that has earned lasting recognition by fostering new enjoyment and growth in the sport of sailing through excellent design and production ingenuity” Guided by this standard, Sail America has selected 14 boats for induction into the American Sailboat Hall of Fame since its founding in 1994. These Hall of Fame boats are true American classics, exemplars of the extraordinary skill and ingenuity of American boatbuilders. They range in size from 10 to 41 feet. Several date to the dawn of the fiberglass era and are considered collector’s items; others are still in production selling briskly. All have profoundly influenced the sport of sailing. By their sheer excellence they have made sailing better. A committee of magazine editors comprised of Bill Schanen, *SAILING Magazine*, chairman; John Burnham *SAILING WORLD* and Patience Wales, *SAIL*, made selections for the Hall of Fame. Half-models of Hall of Fame boats are displayed each year at Sail Expos, and are on permanent display at the Museum of Yachting in Newport, Rhode Island.

On February 6, 1998 at Sail Expo in Atlantic City, the Flying Scot became one of the fourteen sailboats to be included into the American Sailboat Hall of Fame. The Scot was the first centerboard dinghy inducted and joins a distinguished group of designs. (see list below) Flying Scot, Inc. president, Harry Carpenter, accepted the award along with long time Scot builders Eric and Mary Ammann. In his acceptance speech, Harry recognized Flying Scot designer Gordon K. “Sandy” Douglass and read a short letter that Sandy

wrote in 1957. In this letter, Sandy explained what led him to design the Flying Scot. He wrote, “As the result of my years of correspondence and conversations with sailors and prospective sailors, I had formed a pretty definite conception of a boat which would answer the growing need for a planing family-type boat, a boat which could be used for day sailing as well as racing, could carry a crowd and yet could be sailed by two persons under all normal conditions.” He closed the letter by writing, “The Flying Scot, then, is the embodiment of an idea for better sailing for many people.”

In the brochure for the induction ceremony, Sail America wrote:

It could easily be a description for a mass-market daysailer designed in 1957. “Simple. Comfortable. Easy to launch. Stable with positive flotation. Good sailing performance.”

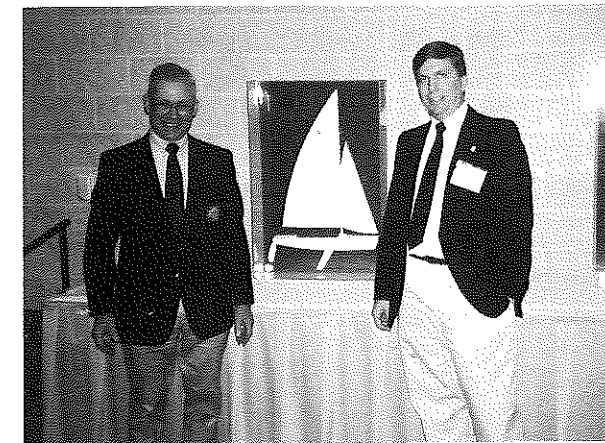
Instead, it’s the pitch that’s been made consistently over a 40-year period for that prototypical family daysailer and laid-back one-design racer, the Flying Scot.

A hotshot small boat sailor with a penchant for planing, designer Gordon K. “Sandy” Douglass was already famous in 1957 for high speed creations such as the undecked 17-foot Thistle and the powerful 20-foot Highlander. For his new design he realized that he had to rein in his desire for all-out performance and produce a moderate boat that could still sail well, but be managed easily by a couple. This meant reducing sail area and letting the hull form swell for stability. Then, by simplifying the rigging and deck layout, installing spacious and comfortable seats, and building it on the heavier,

more durable side, Douglass found the rest of the formula that found a sweet spot in the sailing market. When coupled with the launch of the fiberglass era, which meant the Flying Scot didn’t have to wrestle through the transition from wood to glass that afflicted the established classes of the period, it’s no surprise that production took off and the class established itself quickly.

Under the designer’s direction, the Gordon Douglass Boat Co. built the Flying Scot until Douglass retired in 1972 and sold the company to Eric and Mary Ammann. In turn, when the Ammanns retired, Harry and Karen Carpenter took over in 1991 under the signboard Flying Scot, Inc. In combination with a few other builders who were licensed to build Scots, more than 5,200 boats have been built, and production in recent years still averages 60 to 70 boats. In the tradition of Douglass, who won three of the first four national championships, the Carpenters continue to show up in support of class regattas throughout the East, Midwest and South, often taking home silverware in the process.

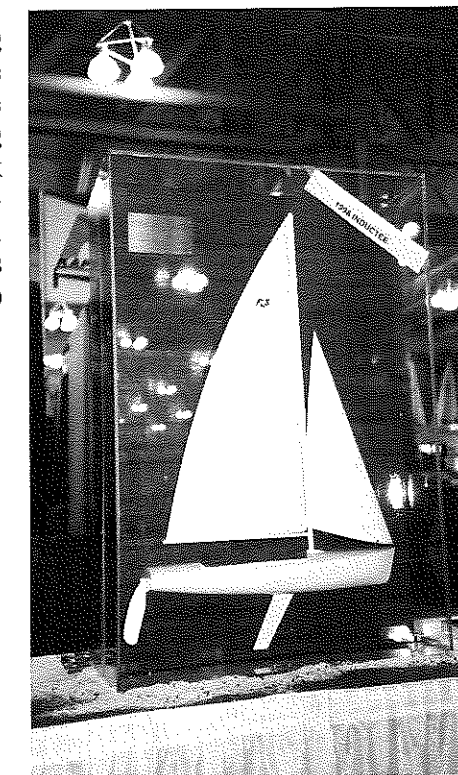
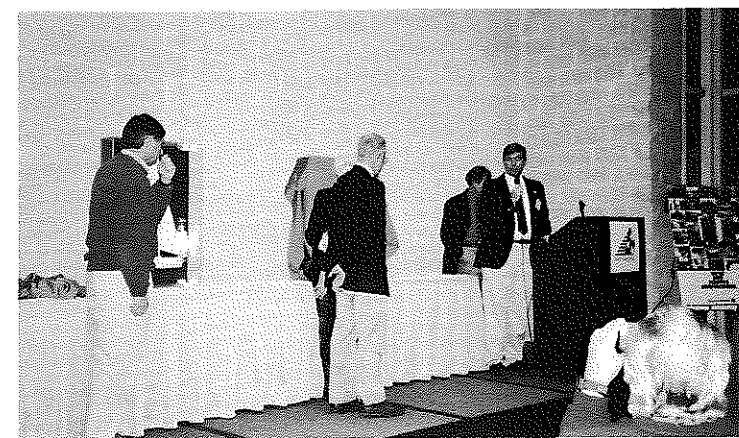
The 2000-member Flying Scot Sailing Association reflects the nature and the appeal of the boat, and has managed the class adroitly over the years. Working with the builders, its officers have stuck to the designer’s original tenets of keeping things simple, resisting frequent rule, design or equipment changes. The class has also innovated successfully to keep



Eric Ammann and Harry Carpenter

the low-key, family emphasis on class events such as the Wife-Husband Championship started in 1987, and the Parent-Child Championship initiated in 1997. The combination of a committed builder, a well-run class, and a boat with characteristics that still ring true in a ‘90’s sales brochure auger well for this class in the next century.

Hall of Fame designs in addition to the Flying Scot: Tartan Ten, Hobie 16, J/24 Windsurfer, Triton, Santa Cruz 27, Laser, Bermuda 40, Valiant 40, Sunfish, Cal 40, Catalina 22, Morgan Out Island 41 ▲



MIDWINTER REGATTA 1998



CHAMPIONSHIP DIVISION

	SKIPPER	SAIL #	TOTAL	CREW	HOMETOWN
1	Fisher, Greg	4916	25	Milne, Laura; Dieball, Skip	Gahanna, OH
2	Bellows, Doc	5107	26	Merritt, Mandy; Raines, Scott	Pensacola, FL
3	Hall, Graham	4945	45	Iber, Jeff; Elber, Calvin	Cornelius, NC
4	Gough, Kelly	5225	54	Grennan, Jeff	
5	Faget, Benz	GYA101	37	Johnson, Tim; Nye, Will	Greenwich, CT
6	Goldman, Josh	5171	36	Dabdoub, Tirza; Zahn, David	Matairie, LA
7	Northrop, Kevin	4826	57	Chamberlain, Judd; East, Emily	Pass Christian, MS
8	Lawson, Ned	5079	57	Ryan, David; Hirao, Shoko	Dedham, MA
9	Ewing, Bill	5246	67	Ewing, Eileen; Smith, Kris	Red Bank, NJ
10	Neff, Daniel	2929	76	Hinkley, Christine; Seidman, Ann	South Amboy, NJ
11	Buller, Charlie	4943	88	Buller, Andy; Brayer, Mike	Westlake, LA
12	Rogers, Forest G.	4096	92	Beam, Peter	Brookfield, CT
13	Cohen, Ira	4343	87	Hayes, Brian	Long Island, NY
14	Mauney, Scott	5175	96	Mauney, Natalie; Foerster, Roland	Dallas, TX
15	Meno, Fred	4968	101	Landis, David	Panama City Beach, FL
16	Hartman, G. W.	4140	106	Manicchia, Pat	Milton, FL
17	Wade, Richard	4271	107	Perna, Jeff; Gruber, Carl	
18	Christian, Peter F.	5166	114	Speaker, Anton	
19	Demagala, John	3577	121	Demagala, Suzie	Milton, FL
20	Tete, John	303-304	125	Quinton, Jeremy; Hamlett, Meg	Lake Charles, LA
21	Lines, Jeffrey	4045	121	Lines, Russ; Lines, Linda	Toms River, NJ
22	Thropp, Katherine	4298	121	Kerr, Andrew; Hudson, Drew	Bay Head, NJ
23	Collins, Robin	4999	127	Kinnear, Colin; Hauth, Susie	Ontario, Canada
24	Carpenter, Harry	5019	132	Neff, Bob	Oakland, MD
25	Fowler, Charles	5126	135	Fowler, Jim	Miami, FL
26	Werden, Gary	2363	136	Pierce, Ben; Rieu, Stacey	Sharon, MA
27	Tharpe, Joseph	4104	140	Folio, Ray; Becker, Bill	Riverside, NJ
28	Mittman, Michael	5161	148	Mittman, Greta; Kunps, Kai	Dallas, TX
29	Beery, John	4257	151	Keith, Charlie	Mechanicsville, VA
30	Hartman, Mike	3204	163	Russell, Deb; Harris, Jim	Urbana, IL
31	Worth, Jim	5222	163	Shaffer, Glenn; Worth, Kathy	Springlake, NJ
32	Newell Jr., Richard A.	5050	181	Gibson, Frank; Minners, Warren	Kensington, MD
33	Hartman, Steve	3205	182	Knight, Bernie	Champaign, IL

CHALLENGER DIVISION

	SKIPPER	SAIL #	TOTAL	CREW	HOMETOWN
1	Rieu, Ralph	4565	40	Cavanaugh, Jim; Dayson, Scott	Glade Hill, VA
2	Bayer, Ed	6	41	Blackmer, Fred	Warren, MI
3	Mullis, Jeremy	GYA66	46	Doolittle, Morgan; Skinny Invisible Kid	Panama City, FL
4	Myers, Fred	GYA65	47	Mathis, Russ; Cooper, Matt	Panama City, FL
5	Schultz, Dick	1885	63	Odell, Ted	Pine Knoll Shores, NC
6	DiResta, Anthony	4938	46	DiResta, Regina; Sweeny, Vincent	Center Morices, NY
7	Moore, Jr., Paul E.	5000	68	Moore III, Paul	Ballwin, MO
8	Sylvester, Pete	4738	56	Garrigan, Kevin; Hoffman, Elwood	Parker, FL
9	Fitzgibbon, Ellen	4305	55	Rowell, Roth; Swift, Terri	Panama City, FL
10	Jacobsen, David P.	4937	81	Jacobsen, David W.; Cooke, John	
11	Bremer, Baron	5081	85	Bremer, Cheryl	Orange Park, FL
12	Bugbee, Leigh	4284	77	Bubnov, Vlad	Middletown, NJ
13	Mascott, Brad	4536	80	Mascott, Ted; Huntsman, Mary	New York, NY
14	Leggette, Jim	1518	80	Funk, Mike	Brandon, MS
15	Banning, Rick	4994	84	Leipper, Jack; Banning, Brooke	Salem, OH
16	Osler, David	4080	103	Tubley, Paul	Riverside, CT
17	Seddon, Keith	161	110	Handoll, Trevor; Lee, Thomas	Southampton, England
18	Berglund, Steve	4398	102	Ioli, Dan	Bridgewater, NJ
19	McVey, Bill	3916	102	Bullock, Rick; Bullock, Joan	Fair Oaks Ranch, TX
20	Scott, Robert	4047	111	McNamara, Bob	Paoli, PA
21	Harp, Karen	156	122	Oerting, Dave; Gillette, Paul	Pensacola Beach, FL
22	Jones, Ralph "Red Dog"	4317	130	Seifric, Joni; Linck, Kate	Dallas, TX
23	Stanley, Bob	2851	133	Pell, Don; Pell, Paula	
24	Warrender, John	3226	138	Peel, Kevin	Newport, NC
25	Sumpton, Andrew	3028	146	Sumpton, Stewart; Scott	Southport, FL
26	Haber, Martin	2820	150	Brake, Rodger; Powers, Julie	Beaufort, NC
27	Vokac, Bill	FS391	157	Wojnar, Chris; Wojnar, Rick	Mansfield, IL
28	Prewitt, Richard	1728	161	Prewitt, Jacob	Winchester, KY
29	Redgrave, Harry	2732	160	Keines, Charlie; Benson, Jim	Saratoga, Springs, NY
30	Peterson, Sabin	3446	172	Moore, Dominic; Salting, Don	Minneapolis, MN
31	McCarthy, Mike	5041	175	McCarthy, Larry	Upton, MA
32	Poole, Ron	4728	178	Poole, Norman; Poole, Anne	Naperville, IL
33	Kunkle, George	4862	186	Stanley, Bill	Newport, NC

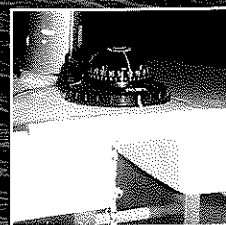


FLYING SCOT®

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.

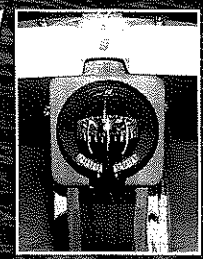


Aquameter Sailor II Compass and Mount...

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..... \$67.00

Plastimo Contest Tactical Compass and Mount...

3 7/8" 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

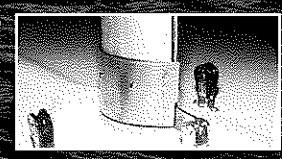


Trailex Aluminum Trailer...

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

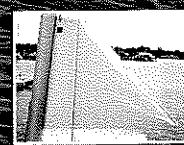


Rudder Lift System...

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 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..... \$145.00



Flying Scot® Shirts & Caps...

Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit. Sizes S-XXL. 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 | C. Teal Plaid w/ Teal Bill..... | \$9.00 |
| B. Navy with Flying Scot Sailboat embroidery..... | \$28.00 | 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 dampers. 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 '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. \$42.50
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. 'Hyperlon' 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. Loener 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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Sailing on Upper Saranac Lake

by Cynthia P. Coursen

Seven years ago my neighbor on Upper Saranac Lake took me for a sail in his Flying Scot. I was impressed and he told me there was another one on the lake. I commented that it would be nice if we had a racing fleet on Upper Saranac. He said it would - he'd help me but he didn't want to do all the organizing work. What sort of a boat would we race? We had an old wooden comet and there were various other boats around. I was familiar with the Lightning, Thistle, Snipe, Star and some small cat boats. I pondered, and thought, who will I ask?



Author and husband Dick getting the boats ready for the first sail of the summer.

When I was a teen my father built me a self designed cat that I could play around with when we were cruising. World War II commenced and I was looking for summer work after my freshman year in college. There being no young men, I became the sailing instructor at a Cotuit hotel, The Pines, on Cape Cod. That was my introduction to tides and a fleet of gaff rigged boats - a heavy responsibility for my experience. The next summer was the Norton Yacht Club on Long Island Sound focused on designing and executing a youth sailing program using their new natural finished, golden colored wooden fleet of dinghys. Here I served on the race committee for the adult races every weekend as a helper. Next I had a job as sailing counselor at Camp Bryn Avon in Rhinelander, Wisconsin. Then I helped

start a Junior Sailing Program at the Red Dragon Canoe Club at Burlington, N.J., a hot bed of Thistles, and Lightnings. Lots of varied experiences gave me a mixed bag of tricks. It came to me that I was not without experience and maybe the best source I knew to choose a class boat. So I decided, for reasons well described in other places, a Scot would be the right boat for our lake. I bought used #3564 and my husband and I brought it joyfully to the shores of the Saranac.

My husband, an engineer by training and temperament, and I launched and rigged it, instruction book in hand, puzzling out each new direction. When we got it in the water we were uncertain about how to bend the mainsail and we

started the eight mile trip down the lake on jib alone. I had read that the most breakage to a boat occurs in the first hours of getting acquainted with its systems, so we advanced cautiously. It soon became clear that we would have to become braver and so we got in the lee of an island and raised the main. A few hours later we had sailed eight miles down the lake and arrived triumphantly at the front of our camp. What a thrill.

Next day I put some markers out to simulate a starting line and went out with my nephew as a crew - he didn't know how to sail. I practiced some pretend starts with a watch. A gusty wind was blowing and I was approaching the line hiking out. The gust that healed the boat stopped and we came up suddenly and I fell out backwards head over heels. I couldn't get back aboard so I talked my nephew through tacking home while I trailed behind hanging on to the transom line.

Our weekly races began and we worked to build our fleet. We invited anything that had a mast, by flyer attached to the rigging, to join us, including the Girl Scouts from Eagle Island. We had a Hampton I, a 410, a 420, some Sunfish, 4 Tanzers, a Lightning, a Snipe, a Comet,



Cynthia Coursen racing with faithful and good sea dog McKenzie

Continued on page 16

Meet the Staff



Courtney Cantrell

Hello, my name is Courtney Cantrell. I have worked for J. Edgar Eubanks and Associates, Headquarters for Flying Scot Association for three years. I do many different jobs in the office but in regards to the Flying Scot Association, I take care of all the mailings that go out which includes sending the annual membership cards, rosters, and the Handbooks. I also take care of the Royalty tag orders. I also have the role of computer advisor, and beginning July 1, 1998, I will be the contact for the Flying Scot Sailing Association Web page.

I am the only child of Sharon Cantrell. I am attending the University of South Carolina and will be starting my third year in the fall.

I am here to help you in any way I can and in closing, "Happy Sailing". ▲

ATTENTION NEW MEMBERS SINCE 1998

Please contact me at 1-800-445-8629 if you have not yet received a welcome packet including the by-laws and specifications. The handbook is being updated and a new book should be available by September.

I look forward to hearing from all of you soon. Welcome to the FSSA and Happy Sailing! ▲

Andrella Brunson
Membership Services

Starting Line

Note: Please send all Regatta Notices to the Association Office

Sandy Douglass Memorial Regatta

July 25 and 26, 1998
Deep Creek Lake, MD

Sailors will find Deep Creek Lake the center of Garrett County's recreational attractions - an ideal spot for a summer vacation. The lake is 12 miles in length with a shoreline of 65 miles.

Garrett County is the home of Flying Scot, Inc., formerly the Gordon Douglass Boat Company established by the late Gordon K. (Sandy) Douglass, designer of the Flying Scot. Deep Creek Lake is located about 100 miles from Pittsburgh and 175 miles from Washington, DC, between Cumberland, MD and Morgantown, WV.

There will be three races on Saturday and two on Sunday followed by trophy awards in the championship and challenger divisions. We will help you find accommodations with local hosts or at nearby campgrounds and motels. A boat launch and mooring/docking space will be provided.

Registration will include a light meal Friday evening and continental breakfast on Saturday and Sunday morning. Other food and entertainment will be available Saturday.

Information and registration forms can be obtained from Bob Givan (301) 387-8064, or via e-mail: rlgsr@gnet.net.

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.

Eastern Women's Invitational Regatta

August 8 and 9, 1998
Fleet 6, Deep Creek Lake
Deep Creek Lake, MD

Come one, Come all Ladies! Have a great weekend of sailing and enjoy meeting other women who sail. We have had great winds the last four years at this Regatta.

Please contact Geri Meehan at (h) (703) 369-5065 or at the lake (301) 387-7890

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, 1998
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: ronhauth@interlog.com.

Labor Day at the Rudder Club

September 5 and 6, 1998
Rudder Club
Jacksonville, FL

It's Labor Day at the Rudder Club for Flying Scots. (First event of the 1998-99 Florida District Series)

For more information, please contact Jon Hamilton at (352) 392-2999(w), (352) 335-1243 (h), (904) 565-9053 (wknd), or email: hamilton@dale.cba.ufl.edu. Please check the homepage for exact times.

Whale of a Sail

September 12 and 13, 1998
Lake Carlyle, IL

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.

Horricks-Palmer Invitational

September 12 and 13, 1998
Sayville Yacht Club
Bluepoint, NY

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

Harvest Moon Regatta and the 1998 Ohio Districts

September 12 and 13, 1998
Atwood Lake
Dellroy, Ohio

Come and join us as we celebrate the 50th Anniversary of A.Y.C. We are planning a fun event, good fellowship and races. Registration Friday evening and Saturday morning. Two races on Saturday and one race on Sunday.

For more information, call Fleet Captain, George Rooting at (330) 874-4541.

Hot to Trot Regatta

September 19 and 20, 1998
Portage Lake
Pinckney, MI

Come to Portage Yacht Club's annual regatta for good racing, fun and fellowship.

For more information, please contact Fritz Wagner at (810) 229-2330 or email: inustc1.jzr7cp@gmeds.com.

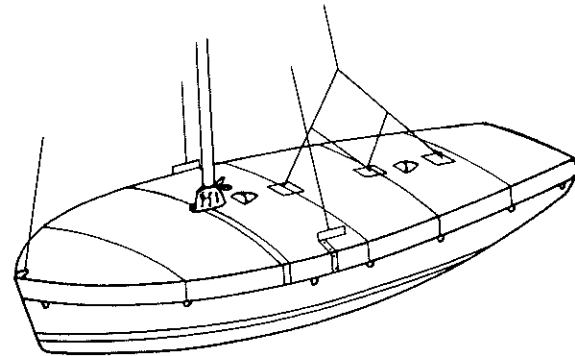
The Glow in th Dark

September 25, 26 and 27, 1998
Clinton Lake, Clinton, IL

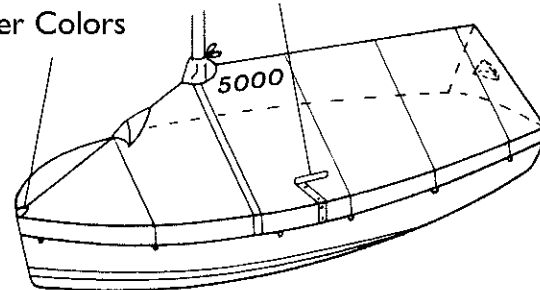
Great Sailing. Great Time and excellent food by Steve Hartman.

For more information, please call Sunshine or Steve Hartman at (217) 386-2858 or e-mail: GW7Lynne@aol.com.

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- **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	\$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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Memphis, TN 38111



Sail for the Grail Regatta

September 26 and 27, 1998

Lake Arthur
Near Pittsburgh, PA

Fleet 80 invites you to a weekend of competitive sailing at Lake Arthur. We plan to have five races - three on Saturday and two on Sunday morning. We expect to have 20-25 Flying Scots on the starting line. Dinner Saturday night will be something to remember for "Uncle Charley" will grill the best ribs that you have ever tasted. Camping and motels are located nearby. For more information, please contact Bob Gelman at (412) 421-6819 or e-mail: rgelman@pop.pitt.edu.

Capitol District Championship

September 26 and 27, 1998

Lake of the Woods, VA

Lake of the Woods is located west of Fredricksburg, VA in the heart of some of our nation's most historic Civil War battlefields. Accommodations are plentiful and camping is available. Come early and tour Fredricksburg and Chancellorsville, then battle it out (civily, of course) for the District Championship. Five races are planned.

For more information, please contact Hans Noordanus at (540) 972-0933, noordanu@illuminet.net or Frank Gibson at (703) 271-2716, fhgibson@compuserve.com.

<http://www.pc-central.com/lowcc/Lowsc.htm>

First Annual Fall 48 Regatta

October 31 and November 1, 1998

Lake Norman, NC

End your sailing season in style. This three race event promises to draw 30-40 boats, and it is the best time of year to sail in the Carolinas. The water and air temperatures average over 70 degrees. Join us for dinner on Saturday at Big Daddy's, and enjoy camping and swimming at our spacious club.

For more information, contact regatta chair, Larry Vitez at (704) 442-1850 or e-mail to: ldvitez@msn.com.

Cajun County Championship Regatta

November 7 and 8, 1998

Lake Arthur, LA

FSSA Fleet 153 and Lake Arthur Yacht Club are proud to host the sixteenth annual FSSA CCC Regatta. Five races are planned. For more information, please contact Al Rees at (318) 234-6878.

Ohio District Schedule

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

1998 Northeast Flying Scot Regatta Schedule

July 18 and 19, 1998

Central NY YRA Championships

Fair Haven, NY

Lonnie Palmari: (315) 947-5381

August 1 and 2, 1998

Fleet 177 Invitational

Stratford, CT

Forest Rogers: (203) 775-0665

August 8 and 9, 1998

LI Summer/Sprague Memorial

Center Moriches, NY

Tony & Regina DiResta: (516) 878-8710

August 15 and 16, 1998

Saratoga Lake Flying Scot Invitational &

New York Lakes District Championship

Saratoga, NY

Peter & Ann Seidman: (518) 877-8731

August 22 and 23, 1998

Canadian Championships

Stoney Lake, ONT

Susie Hauth: (416) 489-1737

September 12 and 13, 1998

Massapoag Regatta

Sharon, MA

Jim Cavenagh: (617) 784-5088

September 12 and 13, 1998

Glimmerglass Regatta

Cooperstown, NY

Dick Staley: (607) 432-6815

September 12 and 13, 1998

Horricks-Palmer Invitational

Bluepoint, NY

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September 26 and 27, 1998

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Frank Riefenhauser:

(203) 746-4752

October 10 and 11, 1998 ~

Fleet 7 Founders Regatta

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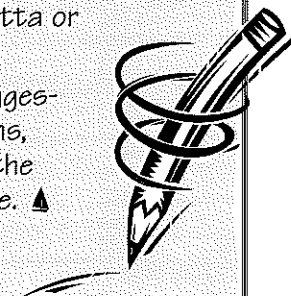
ATTENTION ALL FSSA MEMBERS!

We REALLY appreciate all the photos you send in for publication and we would like to have more!

The new policy is for any photos that you would like returned to you, please write your name and address on the back of the photo and we will return them as soon as possible.

We LOVE seeing all the great pictures...so start sending them in along with any regatta or sailing news!

If you have any suggestions or questions, please contact the Association office. ▲



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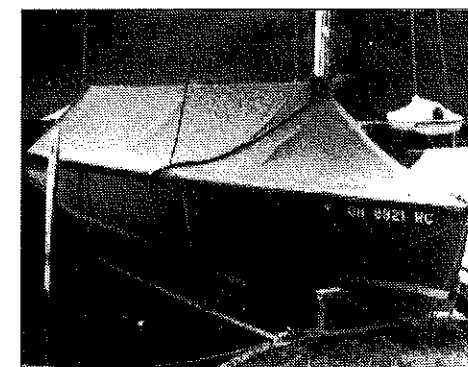
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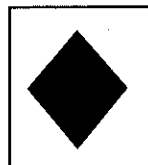
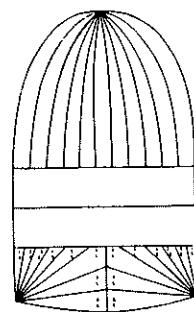
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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
42	3730	Current Skipper	1032 Old Turkey Point Road	Edgewater, MD 21037
Greater NY District				
	3575	Alison Gilligan	5 Squires Lane	Essex, CT 06426
	2439	Stephen J. Stefkovich	31 Slurges Commons	Westport, CT 06880
	4537	Katie Kurman	2 Arlington Avenue, Apt. #4	Caldwell, NJ 07006
	B885	Darryl Waskow	122 North Star Avenue	Hopewell, NJ 08525
	4695	Caroline Waugh	127 Center Road	Phillipsborg, NJ 08865
	4035	Kevin C. McCourt	139 Lagoon Drive, E.	Lido Beach, NY 11561
162	2383	George Demand	73 Top Sail Court	Bayville, NJ 08721
Michigan-Ontario District				
	2559	David M. Cantor	2717 Mockingbird Drive	Kalamazoo, MI 49008
52	2657	Don Inkpen	31430 Bretz	Warren, MI 48093
Midwestern District				
3	1795	Geoffrey Gilman	115 3rd Street	Wilmette, IL 60091
83	C4520	Andrea Sepanski	26 Ernst Drive	Glen Carbon, IL 62034
83	1963	John K. Springhorn	7410 Williams Avenue	St. Louis, MO 63117
New England District				
76	3681	Harold Levin	4 Snowflake Lane	Canton, MA 02021
Ohio District				
	1379	Marvin L. Mullins	129 Hollywood Street	Oberlin, OH 44074
1	3865	Judy Hearn	7098 Royalgreen Drive	Cincinnati, OH 45244
1	3652	Michael Ratcliff	19 Hillpoint	Trotwood, OH 45426
80	2984	Ray C. & Pamela Williams	143 Yorkshire Drive	Pittsburgh, PA 15208
Pacific District				
100	1863	Dennis Trimble	6911 W. Willamette Avenue	Kennewick, WA 99336
100	4372	Peter Hoeg	1605 Augusta Avenue	Burnaby, B.C., Canada, V5A 4N9
Prairie District				
	2869	Duane C. Dehigren	827 NW 63rd, Suite 203	Oklahoma City, OK 73116
Texas District				
23	C4293	Nat Wells	537 San Carlos Drive	Garland, TX 75043
Florida District				
168	1295	Peter E. Stein	873 Wisconsin Avenue	Palm Harbor, FL 34683
New Members this report 23				

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FS 1567- Customflex, white deck and red bottom. Average to Good condition. Modern Harken rigging for racing. Two sets of sails and extra hardware. Trailer. Located in St. Louis/Carlyle Sailing Association. \$2000. Call (314) 259-2365 or email: dle@bryancave.com.

FS 2512- Boat (1974) is in good condition, but will need some cleaning as it has been out of the water for three

years. Cover, all fittings, spinnaker, and trailer included. Illinois, north of Chicago. Will accept best offer. Call Jon Rudeman at (847) 835-0576 or email: j-ruderman@nwu.edu

FS 2657- Customflex, red hull w/white deck, good condition, one set of sails including spinnaker, boom tent cover, motor mount and trailer, other extras. \$2,500. Contact Don Inkpen at (810) 264-9327

FS 2779- Douglass, white hull with light blue deck, Harken blocks, two sets of sails, spinnaker, board motor bracket, motor, trailer. Sterling trailer. Salt water only. Located in Wolfeboro, NH. \$3,500. Call John Zanchi at (603) 569-5582 or (603) 569-5144.

FS 2795- Customflex built, white hull, white deck with blue stripe. Harken blocks, one suit of Murphy-Nye sails, very good condition. Pamco trailer. Full canvas cover. This boat is in

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FS 3157- Good condition, 1971 light blue hull, white deck. Race equipped, sails, motor mount, trailer, \$2,500, OBO. Call Carl Stevens at (517) 856-3688

FS 3425- Two suits of sails including one new (unused) suite of North Sails with Windows; 2 spinnakers, Trailer. Racing ready. \$4,500. Located Dennis, MA. Call Rod Nordblom 978-369-2515, or email: rnordblom@nordblom.com

FS 3558- Douglass, red and white hull with white deck. Two sets of sails with spinnaker, Harken blocks, three year old full cover, Tee-Nee road trailer. Located in Cincinnati, OH. \$3000 or trade for Laser plus \$1500. Call 513-984-8105 or Email toogood@fuse.com.

FS 3575- Douglass built, refurbished in 1988, 1995. Very good condition, TeeNee trailer, new tires, red with white stripe, one set of sails, rigged for spinnaker, all accessories (including tent cover) and more. Sailed on Long Island Sound, covered in winter, new 2hp Suzuki outboard. \$4100. Call Alison Gilligan at (860) 701-2551.

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