

Scots 'n Water

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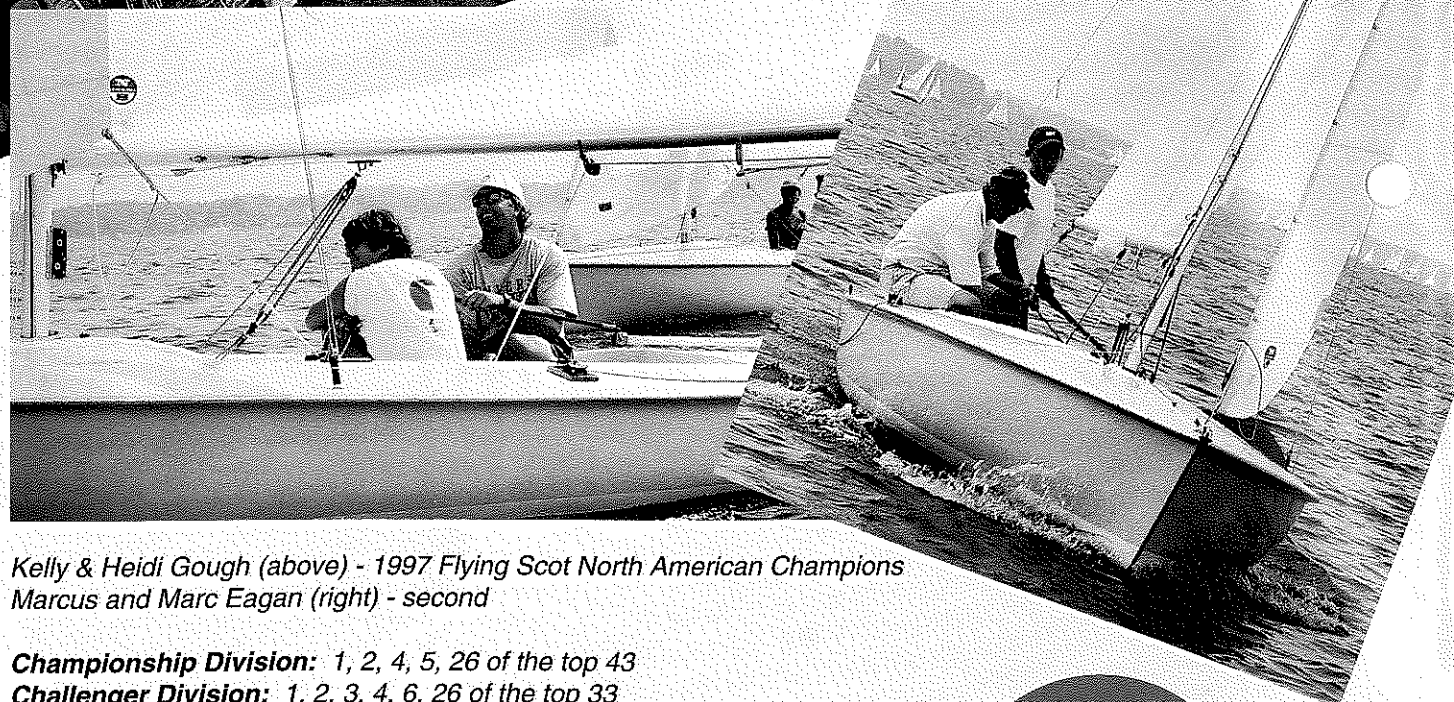
The NAC



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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
Women's Seniors: 1

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

Scots 'n Water

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On the Cover: There was great celebrating since the Hotts, Don & Chalotte came to their 40th NAC.

From the President

by Dan Goldberg, FS 4991



I am greatly honored to have been elected President of the Flying Scot Sailing Association. I will try to serve the Association to the best of my ability. Sailing a Flying Scot and being involved with Scot sailors has been a very positive experience for me, and hopefully I can give something back to the Class during my term as President.

For those of you wondering, "Who is that guy?", I bought my first Scot in 1981 after crewing on one for two years and realizing that being a crew was way too

much work. My home lake is Lake Arthur in Moraine State Park, north of Pittsburgh, PA. I was Captain of Fleet 80 and then Ohio District Governor, before becoming an FSSA officer. I sail with my long-time crew, Joni Reis, and we enjoy traveling around the Ohio District and occasionally to other selected regattas such as the Canadians and North Americans.

When not sailing, I am a metallurgical engineer for a large industrial company. My wonderful wife Pam (she lets me go to all these regattas) and I live in Bethel Park, PA, with our two cats, and (as of this writing) are about to become the proud parents of a new pup. We used to have two dogs, but lost both this year due to sickness and old age, respectively. So my real job is about to become a dog trainer!

Overall, I think the FSSA is in very good shape. We have the four things which I think are the backbone of a great Class: a great boat, a great builder, a great Association, and a great bunch of people who sail Scots. When I attend regattas, it always feels more like a social event than a cutthroat racing event, and that's the way most people like it! There are a few

new things on the horizon such as a possible change to the format of the Women's and Juniors NAC and the structure of the NAC week. Steve Branner has agreed to head various subcommittees to look into these possible changes, and you will be hearing more about these in the future. Feel free to contact Steve if you have any suggestions.

Speaking of Steve, he did a fantastic job of editing the new edition of *Highlights of Scots'n Water*. It is chock-full of great articles on the history of the Scot, rigging, sail trim, safety, boat handling, etc. Every Scot owner (especially new owners) should have one! It is available from the FSSA for the very modest price of \$16.00 (see back cover for order form).

On a personal note, I would like to thank everyone at the 1998 NAC for your condolences on the death of my mother on the last day of the regatta. I was very touched by all the offers of help, everyone's sympathy, and the very nice card I received back home signed by almost everyone in attendance. That experience reinforced to me the best thing about the Flying Scot Class - the people who sail the boat. ▲

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. ▲

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View From the Crew

by Jennifer and Lindsay Chennels

We started out just sitting on the shore with our Mom watching Pop and our two brothers sail. But when they both moved away, we were assigned to take their place. We've been in five regattas so far, including the last Labor Day Regatta at the Rudder Club in Jacksonville. We weren't really overjoyed when we heard it was coming, but we went.

From the very beginning there wasn't any wind. The Flying Scots, our Class, started first - very slowly. So slowly that we were going backwards because of the tide and when we drifted back behind the starting line we put the anchor out. Soon after that, it picked up a little bit. Right before rounding the first mark, the tide overpowered the wind so that we were thrust into it and held there until we were able to break free. The rest of that race seemed uneventful. We landed in 7th place out of 17 boats.

In between races, we were entertained by one sailor who, in Pop's words, was "suffering from sunstroke." It was



Jennifer (l) and Lindsay (r) Chennels, 14.5 yrs of age.

unbearably hot and the three of us were sharing a pint of water, so we all jumped out of our boat Eclipse, into the cool, refreshing river.

Soon afterward, the second race started with a little bit more wind. Our strategy was to cruise along the starting line on starboard and then at a certain point tack to port. But it didn't work because of the lack of speed. On the last couple of legs we were pointing pretty high, which Pop is able to do often. We finished 4th in that race.

The water looked like a flat silk sheet - it was the dearest part of the day, even with a storm coming. To our complete surprise and aggravation, the committee started the 3rd race with all the boats floating (what it seemed like) hopelessly miles away from the starting line. We could sense a general protest in the air, so when they cancelled a minute later, there were some claps and shouts, along with a few openings of beer cans.

Ironically, though, on heading back to the docks, the wind started blowing more than it did for the whole day. Because of the nearby storm, the river was a mirror of the sky - the same beautiful soft gray blue, and the white sails of the Scots looked like they were glowing. It was a peaceful and relaxing sail back.

Second day:...The race was scheduled to start at 12:00, but it was postponed. Later we were told that if we didn't go out by 3:00 there wouldn't be a race. And that's what happened! So we tied up the weekend by getting 5th place, and started home at 3:30 in our Volkswagen bus. ▲

Trailer Tips

by Charlie Fowler

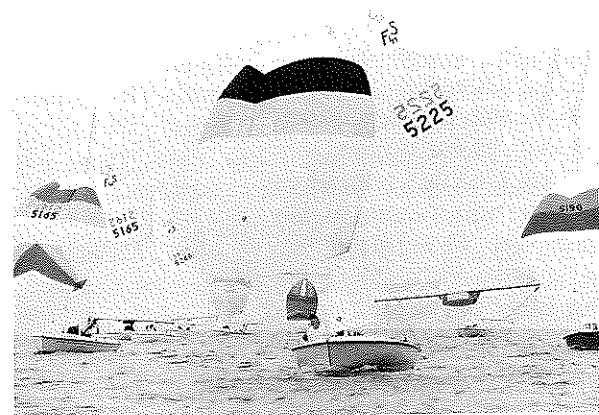
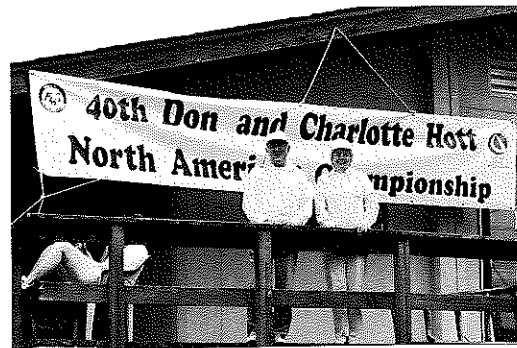
This tip comes from Beverly Murdock, Scot #4720, Durham, NC, who came to the rescue as Nancy was backing our trailer to the ramp at Lake Norman this summer. Beverly said she had been tipped, when backing up with a trailer, to keep the hands at the bottom of the wheel and push the wheel in the direction you want the trailer to go. You learn all kinds of things at these affairs, and this hint does work.

About the trailer: check your lug wrench. Most often your auto wrench will not fit your trailer lugs. I carry a large, four-

sided pro-type wrench. It fits both car and trailer and the auto lugs are easier to break with a big wrench. Check your jack, too. Not all jacks will work on your trailer, especially bumper jacks. A small, cheap bottle jack is in order and can be bought at any auto parts store.

Don't forget to check you spare tire for air and serviceability. If the tire has been left uncovered in the sun and not been used for a while, it may be cracked. A tire cover may be useful in extending the life of your spare tire. ▲

1998 NACs



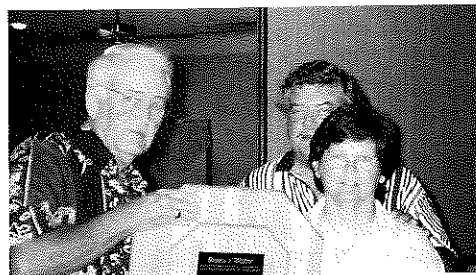
Winning Couple Kelly and Heidi Gough on the water at the 1998 NAC



Above: Winning Couple Kelly and Heidi Gough on land



Winning ladies, Whitney Hall and Sarah Smith



Charlie and Nancy Fowler receiving the District Governor Scots'n Water Trophy from E. Paul Moore, Jr.



The NAC was a family affair. Granny Dees with son, Jerry and Grandson, Nicholas

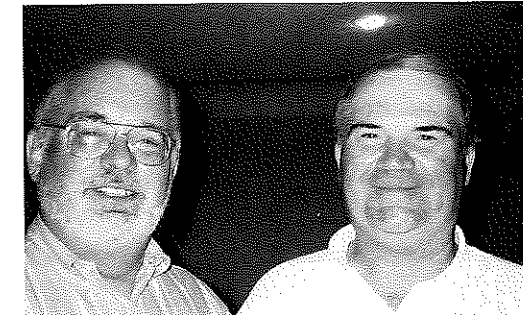


Race Committee

Championship Division

Sail #	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total	Place
5225	Kelly Gough	Heidi Gough	2	2	1	2	2	9	1
4945	Graham Hall	Kris Smith	1	6	12	10	7	36	2
4620	Mike Cullen	Charlie Cullen	4	5	4	7	10	40	3
5246	Bill Ewing	Ellen Ewing	4	4	5	21	9	43	4
4916	Greg Fisher	Jeff Eiber	37	1	3	3	1	45	5
742	George Fisher	Skip Deebold	5	16	19	1	4	45	6
10	Paul Lee	Denise Lee	12	3	2	16	16	49	7
638	Sanders Kan	Richard Mestayer	6	7	23	9	8	53	8
5171	Josh Goldman	Jay Rittenhouse	8	5	9	4	20	56	9
5190	Harry Carpenter	Karen Carpenter	7	12	15	15	11	60	10
3666	Rick Baugher	Jo Baugher	15	11	11	25	3	65	11
5107	Steve Bellows	Sarah Smith/Whitney Hall	3	30	14	13	6	66	12
5165	Ronald Foerster	John Diggins	9	9	7	19	25	69	13
2929	Daniel Neff	Christine Hinkley	29	10	17	5	12	73	14
4700	Barry Moore	Adam Moriarty	31	8	10	18	22	89	15
6275	Don Wright	Jon Class	10	23	8	31	21	93	16
4510	Larry Taggart	Gerald Donaldson	22	2	6	17	26	97	17
5126	Charles Fowler	Nancy Fowler	30	33	21	8	5	97	18
2259	Don Griffin	Barbara Griffin	25	20	13	27	18	103	19
5005	Don Smith	Tricia (Smith)Scardina	18	19	28	23	19	107	20
5060	Pat Manicchia	Ckris Dukemimier	26	21	29	11	23	110	21
2601	Melanie Dunham	Bill Dunham	20	32	22	22	15	111	22
3577	John Domagala	Susie Domagala	13	24	32	6	37	112	23
2253	Patrick Glazier	Sean Glazier	24	18	25	34	13	114	24
5210	Bill Ross	Missey Hart	23	17	16	28	31	115	25
1342	Jack Stewart	Martha Stewart	27	13	20	30	27	117	26
5166	Peter Christian	Scott Christian	19	22	24	20	33	118	27
3404	Jack McClurkin	Greg McClurkin	17	28	18	26	30	119	28
264	Bob Summerfeldt	Allyson Summerfeldt	16	25	26	29	32	128	29
4530	Larry Click	Kurt Holmquist	28	31	31	24	14	128	30
4296	Jim Harris	Betty Struckhoff	11	34	35	32	17	129	31
4348	Steve Branner	Martin Klapproth	21	35	33	14	29	132	32
1436	Jeff Perna	Carolyn Barber	33	14	30	37	28	142	33
3076	Tom Pinkel	Dana Patton	35	27	27	33	24	146	34
925	Paul Harvner	Scott Rooke	34	36	34	12	37	153	35
3605	G.W.Hartman	Sunshine Hartman	32	29	37	37	37	172	36

Right: Who thinks these two past Presidents look alike? (l) Bernie Knight, (r) Larry Taggart



Challenger Division

Sail #	Skipper	Crew	Race1	Race2	Race3	Race4	Race5	Total	Place
4761	Thomas Lawton	Patti Lawton	2	3	4	13	1	23	1
4115	Bernie Knight	Peggy Woodworth	4	9	8	4	5	30	2
1263	Steve Comen	Renee Comen	9	5	10	2	6	32	3
4470	Joni Seifrick	Kai Kunnapas	3	16	11	1	2	33	4
4991	Dan Goldberg	Joni Reis	1	2	1	7	26	37	5
2162	Susie Stornbaugh	Matt Childress	5	6	15	3	10	39	6
5182	Bill Vogler	Carol Ajets	11	12	7	5	7	42	7
1518	Jim Leggette	Mike Funk	13	1	14	10	4	42	8
4254	Peter Seidman	Ann Seidman	6	13	2	14	8	43	9
4109	Jerry Dees	Granny Dees/Nicholas Dees	7	4	3	17	15	46	10
4520	Ray Sepanski	John Sepanski	15	10	6	6	9	46	11
4647	Jim Brown	Myra Brown	8	15	9	12	11	55	12
3401	Morris Willey	Victoria Willey	10	18	19	8	3	58	13
4300	Mike Sullivan	Jo Sullivan	23	7	12	9	13	64	14
5025	Brian Bolin	Laura Bolin	20	14	5	19	16	74	15
3927	Emili Tellini	Russ Bryant	18	17	16	11	14	76	16
3882	Felicia Bamer	Gari Westacott	21	8	18	20	12	79	17
4301	Debby Stipkovich	Paul Stipkovich	17	20	13	18	18	86	18
4149	Harry Haack	Chuck Gerlich	16	19	17	16	19	87	19
5000	Paul Moore	Paul Moore, III	12	11	26	15	26	90	20
755	Bill Clark	Carol Clarke	19	22	22	26	17	106	21
1962	John Wiegand	Blanche Wiegand	22	23	20	21	20	106	22
318	Pat Swan	Murphy/Springboard	24	21	21	22	21	109	23
2981	Ken Johnson	Jack Yoes	14	26	26	26	26	118	24
3204	Mike Hartman	Jim Grogan	26	26	26	26	26	130	25

The 1998 Don and Charlotte Hott, NAC at Carlyle Lake was very successful. We were blessed with excellent weather (80's) and steady moderate to light wind all week. The lake level was high and that made launching and retrieval a piece of cake. The facilities, including the floating docks, three jib cranes and ample paved boat and car parking minimized the work portion of sailing.

The courses were a mix of Olympic and Windward-Leeward with frequent course changes to insure fair sailing in shifting conditions. Congratulations to Ted Beier and his race committee crew.

The big hit was Tom Pinkel's water coolers at the sea wall. Nothing like stepping off the boat to a cool drink, except maybe a run to the potty or the beer truck.

A club Luau Sunday night was well attended by about 100 Scot sailors. There was a D.J. for Wednesday and Thursday nights. Steve Hartman had a great lobster dinner prepared for Thursday.

Of course Don and Charlotte Hott sailed their 40th NAC with plenty of energy to spare. They were great fun all week.

The trophies were plenty, (10 deep in the Championship and Challenger division) and colorful with each winner receiving a picture of his boat. Felicia Bamer sweated bullets getting everything coordinated for the picture trophies. A great job was done by all the volunteers to put on a smooth regatta. ▲

CONGRATULATIONS TO THE WINNERS:

- CHAMPIONSHIP - KELLY & HEIDI GOUGH (AGAIN)
- CHALLENGER - TOM LAWTON
- WOMEN - SARAH SMITH
- JUNIOR - SEAN GLAZIER
- SENIOR - DON HOTT
- MASTER - BILL EWING

Continued on page 8

WOMEN

Place	Sail#	Skipper	Crew	Race1	Race2	Race3	Total
1	5107	Sarah Smith	Whitney Hall	2	4	2	8
2	4470	Joni Seifrick	Heidi Gough	1	1	7	9
3	5246	Eileen Ewing	Dana Patton	4	3	4	11
4	2162	Susie Stombaugh	Peg Woodworth	6	10	1	17
5	4254	Ann Seidman	Alyson Summerfeldt	7	5	5	17
6	3882	Feilcia Bamer	Sue Tellini	11	2	6	19
7	2601	Melanie Dunham	Barb Knight	3	7	12	22
8	5165	Kai Kunnapas	Renee Comen	9	11	3	23
9	4520	Andrea Separanski	Carol Aljets	10	6	8	24
10	4991	Patti Lawton	Joni Reis	8	8	9	25
11	3577	Elen Fitzgibbon	Suzie Dornagala	5	9	12	26

JUNIORS

Place	Sail#	Skipper	Crew	Race1	Race2	Race3	Total
1	2253	Sean Glazier	Pat Glazier	1	1	1	3
2	4296	Phil Harris	Betty Harris/Jim Harris	2	2	5	9
3	3474	Mike Bibb	Joe Gerrity	3	3	5	11
4	2981	Lisa Johnson		5	5	5	15

SENIORS

Place	Sail#	Skipper	Crew	Race1	Race2	Race3	Race4	Race5	Total
1	3029	Don Hott	Charlotte Hott	1	1	1	1	2	6
2	1725	Jim Calvert	Kay Calvert	2	2	2	2	1	9

ATTENTION ALL FSSA MEMBERS!

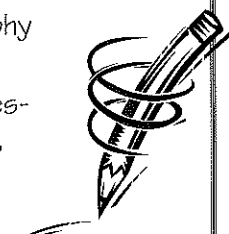
We REALLY appreciate all the photos you send in for publication and we would like to have more!

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!

There is a great trophy for Best Picture!

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



The Gator Challenge

by Charlie Fowler, FS 5126

Forget Sailfest! Try the Gator Challenge as your winter trip to Florida. The first edition of this event was held in December 1997. The next running will be in December 1998 or April 1999 (check www.fssa.com for details).

What is it? A team race inside a regatta. Each district that sends three or more boats will race as a team. The smallest number of entries in any team will be the number of boats scored for each team. The scores for the best boats on each team will be added together and the team with the lowest score wins.

On a moist but not too rainy Saturday morning this past December, nine Flying Scots showed up at the Jacksonville Rudder Club for the annual Gator Bowl Regatta and the first annual Gator Challenge. The temperature was in the high 50's with a light 6 to 12 northeasterly breeze, and the conditions were not nearly as challenging as they might have been.

The premise for the Gator Challenge is a contest between districts within a previously established regatta, (the Gator Bowl this year because of the obvious connection between its name and the regatta name), the entry of three boats being the minimum number of boats per district to qualify for the perpetual district trophy. Example: Gulf District has 4 boats. Carolina District has 6 boats. Florida District has 20 boats. The first 4 boats from each district will be scored using the low point system. All of the boats will compete in the Challenge, but only the best four from each District in each race will be scored for the Gator Challenge and considered for the perpetual trophy. Also, all regatta entrants will be eligible and competing in the host Regatta, which makes it a little hard to team race as the top four boats from each District (except for the Gulf District with four boats) will change as the race evolves. Boats from the different districts are indicated by different colored streamers on their mains. The racing can become quite interesting.

Wins what? Glad you asked. It's the tackiest sailing trophy on the planet. I went to a roadside souvenir stand (how's that for local color?) and bought an alligator head. The winning team keeps the perpetual until the next Gator Challenge. Graham Hall's wife told him he couldn't bring it into the house.

The regatta will take place each year in Jacksonville on a date to be announced. The consensus among this year's participants was that December 13 was a little close to Christmas, and the weather can become quite inclement then. We are now looking

at alternative dates that will be more convenient and comfortable. We lost some contestants this year because of the threat of bad weather, but as it turned out, the conditions were quite tolerable. If you have any suggestions, please drop a line to Jon Hamilton or to me. We would appreciate your input.

This first year, the 1997 regatta had nine entries and only two from the Carolina District, so we broke our rule of three boats. We scored the best two, which was our big mistake, as you will later see. The first race was a get acquainted race. Graham Hall soon showed us how the contest was to be played. Of course, Graham, having team raced before, was knowledgeable on



Back row, L to R: Bill Ross, Don Smith, Jon Hamilton, Charlie Fowler; Front Row, L to R: Mike Roberts, Stacy Roberts, Trish Smith Scardina, Donna Mohr, Nancy Fowler and Graham Hall.

team tactics and jumped right in, proceeding to give us a lesson on how it is done.

The courses were modified Olympic (triangle/windward/leeward), and Graham skillfully dropped back several times to help out his team mate, Carolina District Governor, Don Smith. The Florida Fleet did not quite catch on to team tactics at first, but did get better as the day went along. Everyone found the racing to be interesting and I am sure learned something about team racing. We only had a little rain for 20 minutes and the rest of the day was relatively nice. All of the races were run on Saturday, as Sunday was supposed to be bad. It turned out to be pretty nice with temperatures about 65 degrees and light winds from the north east at five to ten.

So this was our mistake: to let Carolina take home the trophy. My son, Jim, said that it's embarrassing to let them take that thing home with them because it's so tacky. The skippers and crews of the winning team each received a little memento as a "keeper." These gator paws (comparable to a rabbit's foot), were specially blessed by our Haitian neighbor in Miami. She assured us that this was a special blessing and only good luck would accompany them. Notwithstanding, Graham's wife Mary Ellen would not let his gator paw into the house either, so he hung it on the transom safety line, and he hasn't lost a race since. You may want to try to improve your luck at our next Gator Challenge so you can have one, too.

Everyone who attended this first Gator Challenge had a great time. The Rudder Club did a great job of running the Regatta and feeding the sailors. We think this can be fun for everyone and we are looking forward to seeing you and your other District reps at the next gator "wrestling match." ▲



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Good Boat Speed

by Bill Naylor - FS 4334

While beating Charlie Fowler in a single race may be great fun, it doesn't come without cost. After beating Charlie in the first race at Lake Eustis, he has been pressuring me to write an article on boat speed. Charlie asking someone else to write about boat speed is like my cardiologist asking me to write about coronary care just because I had a heart attack.

Anyway, I'll take a shot at writing about boat speed from a non-technical aspect. Good vs. poor boat speed is one of those relative terms like the difference between running and jogging. Anyone going your speed or faster is running (good speed), and anyone going slower is jogging (poor speed).

I consider myself to be a "seat of the pants" sailor, not a technical sailor. By technical, I mean someone who knows very precisely the best mast rake, angle of heel, outhaul/downhaul/cunningham tensions, and angle for battens for all different wind conditions. To be a consistent winner in regional or national events, you probably need that kind of expertise and dedication. Racing only four or five times a year, I can't remember all that stuff from race to race. However, to be competitive and consistently score near the top of your local fleet, you just need a great crew and a "feel" for your boat.

Once out on the water I check out the top racers, like Charlie, and see how he has his sails set. How far out is the outhaul? How does it appear that he has the cunningham? How do the wrinkles in his sail compare with mine? I do this before the race as well as between races. So I use their technical expertise to tell me how to set the sails. I then adjust as we go along.

First and foremost is concentration. Prime here is turning as much responsibility over to your crew as possible. I seldom know where we are, who is nearby or how we are doing relative to others. I concentrate on listening to the boat, watching telltales, feeling the helm,

and playing the mainsheet to keep the angle of heel proper. The only time I focus on other boats is on crossing situations and around marks. My crew, my son Dave, keeps an eye on other boats, constantly alerting me to where we are in relation to others, who is doing well on which side of the course, and where the



wind is. Tactical decisions are jointly discussed, but not necessarily agreed upon. I find that some of our best boat speed comes after we have had a poor start and have done something stupid resulting in the loss of a few positions. Basically, I believe it comes back to concentration. When behind, we try harder. The only way I know to do that is to increase concentration and try making adjustments.

Upwind. Listen to your boat! I can tell by the sound of the water on the boat whether an adjustment results in an increase or decrease in speed. I can tell whether one tack or another is faster by the sound and feel. You learn the "feel" of your boat by sailing and racing a lot.

To some extent you can steer the Scot with the mainsheet. I work toward zero helm. I know that I have it balanced just right when even in 15-20 knots I can hold

the tiller with one finger. To do this, play the mainsheet in and out. Don't worry if the main luffs. Work for balance. Weather helm slows the boat significantly and is the first thing to develop when you start to lose concentration.

Many advocate sailing flat. Supposedly the boat was designed to sail best at a 17 degree heel. I prefer the heel. This is probably a rationalization because Dave and I combined weigh around 300 pounds, and we can't sail it flat.

Know how you should be doing against different boats. If not doing well against someone you should be beating, make some adjustments in outhaul, downhaul, cunningham, heel, etc., and see if it helps. **Most important – if you are doing well, don't touch a damn thing trying to make it better – nine times out of ten it will slow you down.**

Downwind. We have excellent speed down wind. Being light weight certainly helps in any wind. We can give up a little up wind and usually make it up down wind. Dave is great at handling the spinnaker. Here are his tips:

- Get the centerboard way up.
- Attain a zero helm.
- Play the jib.
- Sail flat.

The first two are related. Dead down wind, my centerboard is almost all the way up. Even on a broad reach, it is more than half way up. The key is, once you have the sails set, adjust the centerboard to get a zero helm. Dead down wind I try to sail flat. Off wind I may heel some, but try to keep it flat. I think what helps most in reaching situations is to use the jib. Once Dave has the spinnaker set, I try to get a nice slot between jib and spinnaker. Then I pull in the main to create a nice smooth shape using the slot between jib and main. And we usually fly on the reaches.

In summary – Get out there and sail, have fun, listen to your boat, and let your crew do all the hard work. ▲

Lake Eustis – Florida Series Race #4

Saturday races on lovely Lake Eustis were cancelled. The forecast was rain and tornado warnings. The tornados that hit Kissimmee and mid-Florida this spring really had the attention of the area residents, and no one wanted to take a chance. Instead, the beer keg was opened early, and Scot sailors made arrangements to meet for dinner in Mt. Dora. A group of us ate Mexican food with a lot of race rule talk, with Graham Hall giving us some insight as to the new rules.

Sunday's races started an hour earlier in hopes of getting in some makeup races. Of course, there was no breeze, but the Flying Scots make the largest raft-up on the lake. There was plenty of sailor talk – mark roundings, joke-telling, even snoozing, and about 10:30, a little breeze came in from the east.

The idea was that the wind would clock to southeast, and a boat-end start seemed called for, but the southeast wind did not happen. Instead, a cloud cluster came in from the north. That left Graham, who started at the boat end, almost last around the first mark. Graham did a great job of sailing out of that hole and into first place.

The wind was up and down and all around all day – true lake training. The second race was started with the idea that the mark was to weather. As it turned out, it (the leg) was a run and ready with spinnaker up and spinnaker down, and the wind up and down. Graham again got off the starting line in good shape at the pin end and led everyone around the course. After trophy presentation, there was a short District meeting with a few words of wisdom thrown in.

The present launch facilities at Lake Eustis are a little tough, but Lake Eustis Sailing Association last year purchased a new lakeside location which would afford great access and launching facilities. The hang up is a neighbor who just doesn't want rowdy sailors and a sailing club next to her and has the deal tied up in court. I have been assured that this will be taken care of. ▲



Standing, l to r: Dave Naylor, Chuck Smith, Nancy Fowler, Charles Fowler, Bill Naylor, Barry Felps, Jon Hamilton, Donna Mohr. Kneeling, l to r: Pete Smith, Janet Felps

DISTRICT STANDINGS FOR LAKE EUSTIS

	Graham Hall	Regatta Winner, left out of District scoring		
4334	Dave Naylor	1 (80)	4 (66)	146
5126	Charlie Fowler	4 (66)	1 (80)	146
5040	Mike Roberts	2 (74)	5 (63)	137
1664	Walt Greer	6 (60)	2 (74)	134
5202	Jon Hamilton	5 (63)	3 (70)	133
5137	Mike Carmichael	3 (70)	7 (58)	128
3059	Gus Chennells	7 (58)	6 (60)	118
600	Tom Kidd	8 (56)	8 (56)	112
2636	Chuck Smith	9 (54)	DNF (52)	106
2647	Warren Keene	DNS (52)	DNS (52)	104

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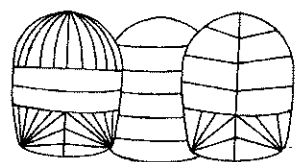
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Coral Reef Annual Regatta, November 1 and 2

BY CHARLIE FOWLER

The second leg of the Florida District Championship Series took place in Miami hosted by Fleet 90 and Coral Reef Yacht Club, which can never be accused of having little or no air for a regatta. The new group of local sailors was joined by Mike Carmichael and Andrew, Mike and Stacy Roberts, Gus Cannels with his twin daughters Jennifer and Lindsey, Charlie and Nancy Fowler, Dave Naylor and C.J., Rob Quinlivan and Art Kelly, Karen and Ross Young, and Andrea Stringos with Jack King and Heather.

We had a split fleet with the out of town boats launching at the host club, and the local boats already on the strip at Coconut Grove Sailing Club about a half mile down Bayshore Drive from Coral Reef. We looked in on the visitors at Coral Reef to see that they were being treated right before going to launch Two Bears Boat.

Out on the water, it was blowing a steady 16 to 20 with a few stronger gusts. The courses were triangle, windward,

leeward, and the reaching legs were too tight to set the spinnaker, but the downwind legs became a challenge. Biscayne Bay will build up a real good chop and be plenty rough when it blows hard. The wind and sea wouldn't let the boats get up on a smashing plane. On this day the bow would go bump into the next wave, which could turn the boat suddenly, especially when the skipper wasn't anticipating it, of course. The spinnaker keeps pulling the boat through the water in conditions like this; you just don't want to get turned sideways.

The races were good from the standpoint of length and being true to the wind. The clubs that make up Biscayne Bay Yacht Racing Association have many years of experience, and their race committees are all quite capable and run very good races. After three of these in this series, however, everyone was ready to get off the water. That evening a complimentary hot dog and hamburger cookout was hosted by the Flying Scot fleet at Coconut Grove Sailing Club. A short District meeting was held, and a short seminar on how to handle heavy

conditions turned out to be a good thing, as Sunday's two races were sailed in 18-24 with large seas.

These races were sailed at the top end of the wind scale for running races. The starting line was good, and the courses were good - long, but tiring. They became boat speed and boat handling races, with one brief capsized just as the boat crossed the finish line in the first race. As we finished the last race, a squall came through at 30 w/gusts. The angle to the wind going home was too tight to really let the boat run and not close enough to beat. All sails needed to be dumped most of the time, which was very trying.

A unique feature of the host clubs of BBYRA is that there is no registration fee for their annual regattas, a special treat in these days when fees for some regattas are quite high. The out-of-town sailors were put up in the homes of local fleet members, which helps to build camaraderie. So, except for gas and tolls, this was an inexpensive regatta to go to, and a good time was had by all. ▲

BY ROB QUINLIVAN

Anyone who competes in the Florida District will eventually be "asked" to write an article for Charlie Fowler, so this is mine. Having somewhat mastered the climb up to the winners circle in PHRF racing with my 1/2 ton IOR boat *Cheers*, I wanted to explore one design daysailers' abilities of boat handling and sail trim. Tactics, good crew work, and real expensive sails are the norm in PHRF racing. The Flying Scot seemed like a good choice, plus buying one was the only way to get Charlie off my voice mail.

Our first outing was in this race, the annual Coral Reef YC Class Boat Regatta. As all of the participants will agree there was plenty of wind, with the wind slightly under 20 knots on Saturday and moving up to 20 knots on Sunday. Conditions called for a conservative approach and avoiding breakdowns. Unfortunately, this strategy is a foreign concept with my crew.

And breakdowns there were. Saturday started out windy with a lot of chop. Andrea Stringos borrowed a Scot from the CGSC to help increase the size of the Scot fleet, but despite efforts from

Charlie and her crew, she could not keep things from breaking, and had to retire on Saturday. Karen Ryan-Young broke her boom on the way out to the course on Sunday. We managed to pull the vang out of the boom in the first race, but being the clever and resourceful sailors that we are, we re-attached the vang at the main sheet. We now had a preventer in place making tacks all but impossible. At this point we tried to run over Gus, Lindsay, and Jennifer. Luckily good driving by Gus prevented a mess. Since we were in the

Continued on page 14

Continued from page 13

back of the fleet, and as there was no one else to mangle we decided to stop having fun with this concept and dropped the vang/preventer. OJT tuning tip: Flying Scots do not go upwind well without the vang.

Sunday continued like Saturday, but with more wind. *Great Scot* had a good first race on Sunday, but the chute caught a gust of wind or a shift just after the finish and flipped. I can empathize with them. Art and I orchestrated a half hearted broach in Key Largo, but we really got it together in the last Bay race

and put together a beauty, requiring a chase boat and all.

As one would expect, Charlie and Nancy picked up five bullets. Despite the blow he and Nancy had their "Two Bears" sailing flat and under control. Mike and Andrew Carmichael sailed a nice series of races and came in second. Even though the wind was overpowering on Sunday Mike and Stacy Roberts had their boat going nicely, scoring consistently and they received the third place trophy. If Dave and CJ had not decided to go swimming after the fourth race, the last race would have been a real thriller to determine third place.

My first competition with the Flying Scot was a real thrill. The boat is fun and

safe (unlike the owner), but more importantly, the Scot sailors are a nice group of people, both helpful and courteous. I can not wait until my new set of sails comes in and I can try to give Charlie a "run" for his money. In the meantime the Kelly Q will be crashing around the course having fun.

- From behind the Heineken bottle – Rob
1. 5126 Charlie & Nancy Fowler
 2. 5137 Mike & Andrew Carmichael
 3. 5040 Mike & Stacy Roberts
 4. 4334 Dave Naylor & CJ
 5. 3059 Gus, Lindsay, & Jennifer Chennells
 6. 1881 Karen & Ross Ryan-Young-Etc. ▲

Flying Scot Florida District Reports

FLEET 131 - RUDDER CLUB OF JACKSONVILLE, FL

by Jon Hamilton

Flying Scots have a long history at the Rudder Club. For many years, the club hosted the Sandy Douglas Regatta. In the early 1980s, the fleet's activity declined and eventually FSSA suspended the charter.

When my wife and I bought our first Scot in 1992, there were a few Scots at the club, but they never raced. We bought our boat not with racing in mind (hard to believe now), but we quickly became active in Portsmouth monohull races against a Lightning, a Highlander, and a smattering of Lasers and Sunfish. The inactive Scots were bought by more active sailors who came out for almost every race, and within two years we had enough Scots to form a fleet and race one-design against each other. In October 1994, we hosted a Florida District series regatta and in October 1997 the Wife Husbands. Since then the fleet has grown to about 15 boats, including three club-owned boats used for racing and instruction.

My answer to how to develop a Scot fleet is: sail and race often. Let other people see how easy and comfortable a Scot is to sail and they'll get interested.

We have a year-round racing schedule: 4 days of racing in each of three series, 3 regattas, and the Mug Race – 38.5 nautical miles down (north) the St. Johns River from Palatka to Jacksonville. Last year, the wind howled from SSW and Bill and David Naylor finished in a little over five hours.

When it's too cold up north, we're still racing. Give me a call or check the FSSA web site to find out about our regattas.

FLYING SCOT ACTIVITY HEATING UP TREASURE COAST

by Jerry Nichols

Even this winter's mixed up weather cannot keep Flying Scot sailors from the waters of the Treasure Coast region. The Southern Branch of Fleet #179 is based near Stuart, and has the following schedule of races: March 22, March 29, and April 19 (please call Bill Whittaker at (561) 336-9601). Additionally, every Sunday, the U.S. Sailing Center in nearby Jensen Beach (which has two Flying Scots) holds open sails/races for anybody interested. All Flying Scots are invited to join them on the starting line. The Center's phone number is: (561) 334-8085.

FLEET 150, CENTRAL FLORIDA

by Pete Smith FS #715

Fleet 150 had, at one time, 14 boats and over the years has diminished in size. Currently, the fleet is hanging on with 3 active boats with hopes of adding to the number as new sailors move into the area. Two of us are members of the Lake Monroe Sailing Association, a great group of sailors who race at least once a month. It is our intention to have all members of Fleet 150, old and new, join the Lake Monroe Sailing Association and become active, participating sailors in this organization. Doing so can only enhance the growth of our fleet. 1998 should see a gradual growth of our fleet in numbers and an increased participation in sailing events.

UPPER KEYS SAILING CLUB

by Mary Ellis Prentiss
UKSC Correspondent

The Upper Keys Sailing Club's Fleet #167 hosted the Flying Scot Florida District Championship 3rd Event on Saturday, January 14th. Nine boats competed on beautiful Buttonwood Bay. Winds were 12-15 knots for the first race. Before the second race could begin, lightning chased the competitors to shore for a short delay. The final three races were sailed in light winds of 4-6 knots.

Dick Slosar of UKSC with Ron Allen crewing on #4715 won the event. Taking second was Jim Signor, UKSC, on George Wehrenberg's #311 [oldest racing Flying Scot in South Florida] with Bear Williams crewing. Third place went to Michael Carmichael of Ocala on #5137 with son Andrew. Additional results: 4th – Charlie Fowler of Miami, Flying Scot Florida State District Governor, with wife Nancy on #5126; 5th – Tom Ebbert, UKSC, with son Frank Ebbert and grandson John Babson on #3528; 6th – Joe Worley, UKSC, with Mark Sorenson on #4538; 7th – Rob Quinlivan of Miami with Art Kelly on #2912; 8th – Bob Sandifer, UKSC, with Pat Evans on club boat #3526; 9th – Dick Prentiss, UKSC, with Harry Brunnhoelzl on #2031. UKSC's Fleet Captain Tom Trump handled the chase boat with Rusty Belote. Committee boat was handled by Gordon Cahill with Melissa Sorenson, your correspondent and Owen Browne of Miami. A great Fish Fry was presented by club members John and Gail Henry [F.S. 1130] with Tom and Cathy Compton. Club Flying Scot Coordinator Dick Prentiss helped Fleet Captain Tom Trump present the trophies done by club member Linda Hall. Thanks to the Dockmasters Paul and Allison Taylor for helping make it a memorable day. Y'all come back! ▲

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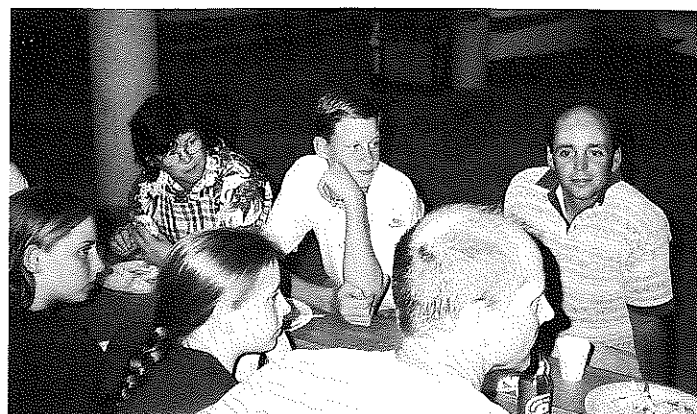
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Scots on the Strip

by Karen Ryan-Young (1881)



Cook out time at the Coconut Grove Sailing Club. Top Clockwise: Nancy Fowler, Andrew Carmichael, David Naylor, Gus Canwells, Jennifer Chennels, Lindsay Chennels (or is it Lindsay and Jennifer?)

Fleet 90 is very much alive and well. We have grown by four boats since last year. With the addition of Vladimir Stoleny (Being There), Andrea Stringos (Zephyros), and Don Bailey's latest restoration, we have a total of seven Flying Scots on the strip. There are now enough Flying Scots at Coconut Grove Sailing Club in Miami, Florida, to register for a start at the Biscayne Bay Yacht Racing Association on any given weekend.

With the encouragement of Rob Quinlivan (Kelly Q), five boats joined the BBYRA. The first race in January proved we were a competitive fleet. Three boats showed up in squally weather - (Zephyros) Jane Snedaker with her two sons, (Being There) Vladimir with his son, and (1881) Karen & Ross Young with Viktoria Gres. The Youngs received 1st, Vlad 2nd, and Jane 3rd. Each boat won a race. But Jane unfortunately had to retire before race three because one of her sons

got sick. The wind got light at the start of the third race, and Vlad's boat just took off and left overweight 1881 in its wake. Meanwhile, Charlie Fowler and Rob Quinlivan were in Key Largo competing in a District race. With an abundance of wind to play in, they placed 4th and 5th respectively.

The Flying Scots have been on a few day sails together, too. In addition to the racing events on the bay, the Flying Scots are also going on rendezvous. It is a common sight to see the Scots cruising down the bay on a Sunday afternoon. We look forward to commencing some prerace parties as other local fleets have done so we can get pumped up for the next race.

If anyone is interested in joining the fleet, there are several boats available in the area. Please contact Karen Ryan-Young, Fleet 90 Captain.

Upcoming races include: April 4 BBYRA One Design #3 sponsored by Key Biscayne Yacht Club

May 2 - BBYRA one design #5 sponsored by Miami Yacht Club ▲

Fast, Faster, Fastest

by Dave Naylor (4334)

While we haven't made that last group yet, we have come close enough to receive a nice compliment from Charlie Fowler. His compliment came in the form of a request for an article on light wind boat speed. Unfortunately I have a feeling that he was looking for some tips on sail set-ups for these conditions. This is probably the weakest area in our sailing arsenal. We use the tried and true method of loose in light winds, tight and flat in heavy and somewhere in between in medium winds (we do try for wrinkles in the main, but they seem to be elusive). I do, however, have some tips that have helped us improve and become competitive over the past years.

The number one tip is to ensure that you have a great engine on your boat. Engine??? you ask, it's a silboat - stupid. Yes, but your engine is your sails. After several years of struggling mid-pack, with an occasional good finish, we finally broke down and bought a new set of sails (Fowler of course). As I said above we are not the best at sail set-up, but I believe that we came a lot closer to an optimum set-up with new sails than we did with our old stretched out sails. We really noticed the difference when we won the very first race (unfortunately not the regatta) we competed in with the new sails.

Second, work on the basics. During the first year of sailing with my father on the Scot I thought I could give him great tips on being the skipper. I soon learned that this was causing more problems than solutions. I decided to concentrate on my role as crew and improve my sail handling skills. I worked extremely hard on getting my tacking procedures down first. After this we noticed that we were very fast off the wind and I started to work on my spinnaker sets, gybes and take downs. Whenever I had a problem I would think about the situation after the

race and try to come up with a solution. I would try this in the next race. If it didn't work then I would think some more and try something different. Just to give you a couple of examples.

I had a tendency to set up the spinnaker wrong prior to the race. We would, embarrassingly find out about this on the



first reaching leg. The best example was when I remembered to hook up the spinnaker halyard but not the sheet and guy. We had the most colorful if not biggest mast-head wind indicator that race. Our solution, raise the spinnaker prior to the beginning of the first race (I always wondered why the good racers did this, now I know).

On spinnaker gybes in heavier winds I always had a problem getting the pole back on the mast, too much tension. This usually led my father to release the new guy (way too much). I would then have to spend too much time reeling the spinnaker back in, resulting in lost time. I found this solution totally by accident. During one gybe I knocked the topping lift out of its cleat. I was lucky enough to notice that this made an incredible difference when I clipped the pole back to the mast. Now whenever I am gybing the

spinnaker in medium to heavy winds I start my gybe by easing the topping lift approximately one foot giving myself all the slack I need to re-attach the pole to the mast. Try this one it really works.

By concentrating and perfecting these basic procedures we now have more time to discuss tactics and strategy without the conflicts we had in the early years.

My final tip is to practice, sail and learn as much as you can. If you can find another boat to go out and practice with, do it. You can work on tuning, tactics, starting or whatever meets your needs. Go to as many races as you can. By sailing against boats you normally don't sail against you can learn new tricks and tactics. Learn from any source you can. We have picked up numerous tactical tricks by attending the Sail-Fest in Sanford every year. At the regatta, they held seminars on both Friday afternoon and evening. We have put several of these tips to work to our advantage. Don't be afraid to follow

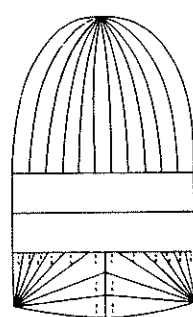
the better boats and mimic what they do on the course. One of our favorites to follow is Charlie and Nancy (if we have to, it seems to be more fun if they are following us), and we try to learn from the decisions that they make.

What is in our future? Hopefully that elusive fastest category. We have recently added a compass to our ammunition in the quest of this goal. Had we added this a couple of years ago it probably would not have helped. It would have just added one more complication to our sailing system that was not needed at the time. Now that we have streamlined our sailing we can concentrate on using this new tool. I also hope that we can work on sail and rig tuning and that I might be able to write an article on these next year.

Well I almost forgot the most important lesson I have learned...

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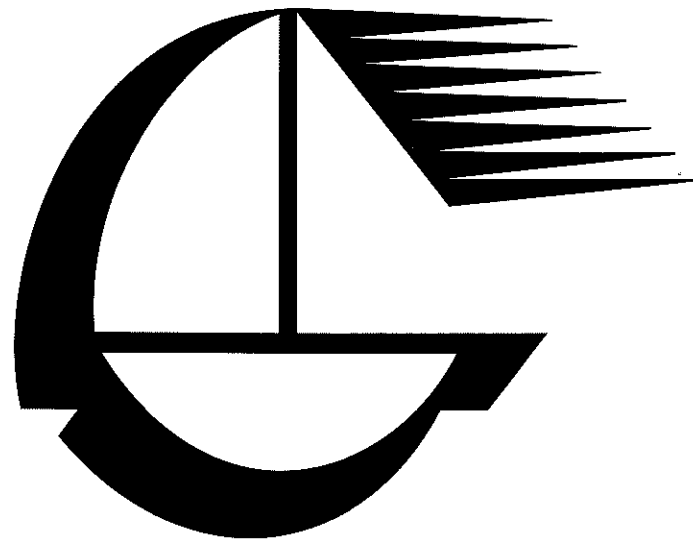
Florida District 43 - A Brief History

Florida District 43 was formed in the mid 70's through the efforts of Dick and Sally Russell. Up until then, the entire state of Florida was included in the Gulf District. Thanks to Dick and Sally for extracting us from that situation - The drive to Panama City from South Florida is close to twelve hours. Sally and Dick built a very active fleet in Miami in those years, although it experienced a decline in the eighties. Without the Russells, there probably wouldn't be any Scot activity in South Florida.

Thanks are due to Past Governor Cal Hudson and his wife Anita, for taking the reins and getting the District fired up and keeping it going for a number of years beginning in the late '80's. As any good organizer does, Cal spent hours on the phone calling and encouraging everyone to attend regattas. He instituted the Florida District Series for deciding the District championship. The Series consists of a regatta selected by the local fleet to be sailed in each locale. There are presently six fleets and each skipper's best four out of the six regattas are scored in order to qualify. This means that a skipper must sail in at least four regattas throughout the year. Standings are determined by the Cox Sprague method, which weights the amount of participation along with the skipper's final position for points. Highest point score wins.

When Cal went to work on the Flying Scot situation in Florida, no single fleet had a great number of boats. He must have had a hard time convincing the Flying Scot Board that Melbourne in 1990 could host the Wife Husband Regatta, but one of the selling points was that the entire Florida District would support the regatta. The Melbourne Wife Husband

was the Florida District's first national level race. Each Florida fleet brought some part of the Saturday night dinner, and the weekend turned out a great success. The District has been more active, too, and Florida's second Wife Husband was held in Jacksonville in 1997. (Thanks again to Jon Hamilton and Donna Mohr and the Rudder Club for a great job on the Labor Day, Married Persons' and Gator Challenge Regattas!).



Having many out of town boats roll in and sail on local waters made a good impression on the rest of the local sailors. We had on the schedule Jacksonville and other fleet locations where there was no activity, and the question was "Why are we going there? They don't have any boats!" Actually, there were a lot of inactive boats in the area. Now there is activity, thanks to Jon Hamilton in Jacksonville, Karen Ryan-Young in Miami, Mike Roberts in Clearwater, Dick Prentiss in Key Largo, Wayne Carlson in Melbourne, and Pete Smith in Orlando. Jon has done a lot of hard work in Jacksonville and now

the Rudder Club has about fifteen boats active. Karen Ryan-Young has been similarly active at Coconut Grove Sailing Club and now there are eight Scots on the strip and active, up from three for the last several years. Wayne is a new Scot sailor who wants to be active, so we said, "Welcome, and go to work!"

All of our Fleet Captains deserve recognition for a job well done this past year, as do Flying Scot, Inc. and FSSA for help with lists of boat owners.

During this past year, all known boat owners have been assigned to the fleet closest to them. Thus, the owner has someone local to contact and talk Flying Scots with. If the skipper chooses not to be active, that is OK, but we have a better record of all the boats in the state, and sometimes can help match up prospective buyers and sellers, making possible more active boats statewide.

We invite all you snowbirds to come south with your boats tagging along behind you. Why leave your fiberglass friend home in the freezing weather? We have a major regatta once a

month, leaving time for golf and tennis if you have such inclinations, and Florida Scot sailors are a friendly lot. However, while you are most welcome to sail in our regattas (even win them if you can), we will not be able to award you points in the Florida District Series. We're looking forward to having your company on the race course, helping you find places of interest around the state besides Disney World, and just getting to know you better. Contact Charlie Fowler at 2210 NW 14th Street #10, Miami, FL 33125-2102 or scots@fowler-sails.com with questions or comments. ▲

Starting Line

Note: Please send all Regatta Notices to the Association Office

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 Steve Hartman at (217) 359-2212 or Sunshine Hartman at (217) 386-2858, e-mail: GW7Lynne@aol.com.

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. Accomodations are plentiful and camping is available. Come early and tour Fredricksburg and Chancellorsville, then battle it out (civilly, of course) for the District Championship. Five races are planned.

For more information, please contact Hans Noordanu 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>

Fleet 24 Annual Regatta
September 26 and 27, 1998
Candlewood Lake
New Fairfield, CT

More details can be had by calling Frank Riefenhauser (203)746-4752 or e-mailing Mark Riefenhauser at FS2516@snet.net.

Virginia Inland Sailing Association Annual Regatta
October 3 and 4, 1998
Virginia Inland Sailing Association

1998 Grand Annual Regatta
October 3 and 4, 1998
Cave Run Lake

Hosted by Fleet 165.

Founders Cup
October 10 and 11, 1998
Riverside Yacht Club, Riverside, CT
Call Jim Sawyer (203)637-7878 or Josh Goldman (212)883-0385 (D) (203)625-0768 (E) for more details.

Indian Summer
October 10 and 11, 1998
Fishing Bay Yacht Club
Hosted by Fleet 103.

Fleet 7 Founders Regatta
October 10 and 11, 1998
Riverside, Ct

For more information call Ed Davis at (203) 637-1055

Pumpkin Patch
October 17 and 18, 1998
West River Sailing Club

Hosted by Fleet 97.

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 GCC Regatta. Five races are planned. For more information, please contact Al Rees at (318) 234-6878.

Ohio District Schedule
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
September 26 and 27, 1998
Candlewood Lake Regatta
New Fairfield, CT
Frank Riefenhauser:
(203) 746-4752

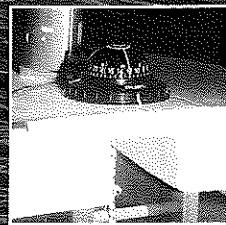
October 10 and 11, 1998 ~
Fleet 7 Founders Regatta
Riverside, CT
Ed Davis: (203) 637-1055

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

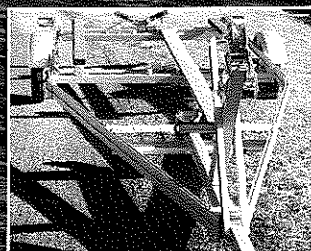
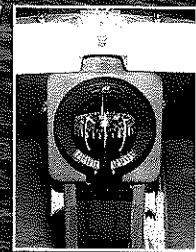


Aquameter Sailor II Compass and Mount...

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

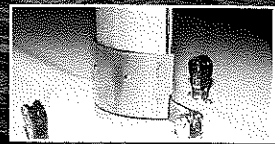


Trailex Aluminum Trailer...

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

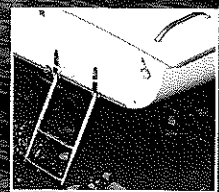


Rudder Lift System...

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



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 B. Navy with Flying Scot Sailboat embroidery.....\$28.00
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 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

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Championship Regattas

There has been a lot of discussion recently concerning the formats of the officially sanctioned FSSA regattas and if they should be altered to respond to current thoughts of some of our members. The sanctioned events include the North American Championship, the Mid-Winter Championship, the Women's Championship, the Junior Championship, and the Wife-Husband Championship. Some of the thoughts tendered to date include:

- Eliminating the qualifying races at the NAC and allowing the competitors to select the fleet they wish to participate in as is done in the Mid-Winters.
- If qualifying races are retained change the cut-off for the championship fleet to the top 40%-45%.
- Have a two-day regatta for the Womens and Juniors Championships. This would work well if the qualifying races were eliminated.

• Have more social activities during the Wife-Husband Regatta.

There are probably many other ideas that you may have that can make our Regattas better than they already are. Please call the following members to let them know your thoughts. Our goal is to present any legitimate recommendations to the Board of Governors at the 1999 Mid-Winter meeting for further action. Comments must be received by October 15.

NAC Comments:Bernie Knight (850) 983-7247
 Womens NAC:Joni Seifrick (214) 553-0005
 Junior NAC:Tom Pinkel (618) 632-0712
 Wife-Husband:Ann Seidman (518) 877-8731

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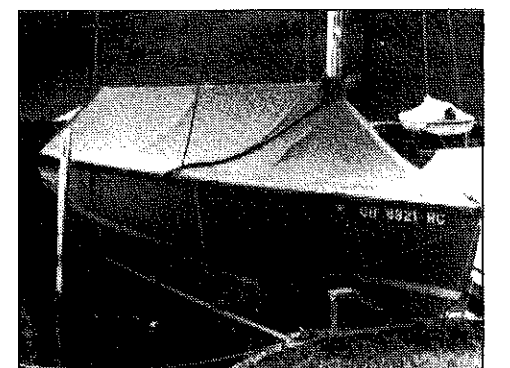
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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

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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	1150	Phil Grant	7034 Stratford Street	Warrenton, VA 20187
	5192	D. Ann Schneider	960 Fell Street, #511	Baltimore, MD 21231
	5195	Scott Christian	1331 Potomac School Road	McLean, VA 22101
6	5193	Helmut & Ladonna Berg	3296 North Hill Court	Middletown, MD 21769
42	3730	Current Skipper FS#3730	NASA - GSFC	Greenbelt, MD 20771
Carolinas District				
	1493	John O'Neill	2412 Sunnystone Way	Raleigh, NC 27613
	A625	Don Gray	821 Heatherly Road	Mooreville, NC 28115
	5189	Joe S. Garzik	1889 Acorn Drive	New Bern, NC 28582
48	A307	Arthur Mastoras	20101 River Chase Drive	Cornelius, NC 28031
48	5164	William T. Turlington	730 4th Avenue Drive, NW	Hickory, NC 28601
71	1849	Jeff Crane	2409 Eddystone Road	Raleigh, NC 27612
78	3390	Richard Grossmiller	PO Box 284	Marshallberg, NC 28553
Greater NY District				
	3575	Alison Gilligan	24 Silver Hill Road	Weston, MA 06426
	2439	Stephen J. Stefkovich	31 Sturges Commons	Westport, CT 06880
	B885	Darryl Waskow	122 North Star Avenue	Hopewell, NJ 08525
	4559	Thomas McDonnell	129 Orton Road	West Caldwell, NJ 07006
	2510	Jenna Fertakos	200 N. Chestnut Street	Westfield, NJ 07090
142	4272	Keith Tomlinson	79 Ohio Avenue	Norwalk, CT 06851
162	2383	George Demand	73 Top Sail Court	Bayville, NJ 08721
163	4695	Caroline Waugh	127 Center Road	Phillipsberg, NJ 08865
177	4343	Robert Wittstein	74 Knob Hill Drive	Hamden, CT 06518
Gulf District				
	4205	Sanders Kane	218 North Beach	Bay St. Louis, MS 39520
85	2491	Pat Budny	4411 Remington Road	Montgomery, AL 36116
133	2481	Mark Smith	6 Pleasant Cove	Little Rock, AR 72211
Michigan-Ontario District				
	2559	David M. Cantor	2717 Mockingbird Drive	Kalamazoo, MI 49008
	1302	Joseph R. Karner	38806 Sutton Drive	Sterling Heights, MI 48310
	3176	Charles DiGiovanni	67463 Crooked Creek Road	White Pigeon, MI 49099
52	2657	Don Inkpen	31430 Bretz	Warren, MI 48093
Midwestern District				
	4534	Tom Rulseh	PO Box 625	Three Lakes, WI 54562
	0138	George A. Pandoleon	606 Timber Lane	Lake Forest, IL 60045
3	1795	Geoffrey Gilman	115 3rd Street	Wilmotte, IL 60091
83	C4520	Andrea Sepanski	26 Ernst Drive	Glen Carbon, IL 62034
83	1963	John K. Springborn	7410 Williams Avenue	St. Louis, MO 63117
New England District				
	0313	Robert F. Moles	34 Bloody Brook Road	Amherst, NH 03031
	6196	Michael & June L. Bramley	4 Tucker Road, PO Box 2218	New London, NH 03257
	4831	Martin J. Neas	RR 5, Box 2000	Gardiner, ME 04345
	4313	Pamela C. Walker	105 Bayberry Way	Osterville, MA 02655
76	3681	Harold Levin	4 Snowflake Lane	Canton, MA 02021
124	C1636	Thomas Wheble	PO Box 2010	Duxbury, MA 02331
Ohio District				
	1379	Marvin L. Mullins	129 Hollywood Street	Oberlin, OH 44074
	0543	Stephen Spackey	2606 E. Overlook Road	Cleveland Heights, OH 44106
	1737	Jon & Roxanne Jackson	632 Pennridge Road	Pittsburgh, PA 15211
	4032	George J. Gecik	8050 Forestdale Drive	Kirtland, OH 44094
	A298	David Kenrich	456 Hidden Valley Lane	Cincinnati, OH 45215
1	0401	Dirk M. Horton	7000 Crystal Springs Road	Cincinnati, OH 45227
1	3652	Michael Ratcliff	19 Hillpoint	Trotwood, OH 45426
19	1562	James A. Tanner	1965 Glamorgan	Alliance, OH 44601
34	0657	Duane Robinson	5813 Trishlyn Cove	Fort Wayne, IN 46835
80	2984	Ray C. & Pamela Williams	143 Yorkshire Drive	Pittsburgh, PA 15208
80	3347	Robert Zavos	1007 Savannah Avenue	Pittsburgh, PA 15221
80	2029	Joe Shields	9387 Timber Trail	Pittsburgh, PA 15237
Pacific District				
100	1863	Dennis Trimble	6911 W. Willamette Avenue	Kennewick, WA 99336
100	4372	Peter Hoeg	1605 Augusta Avenue	Burnaby, B.C., CN V51 4N9
Prairie District				
	2869	Duane C. Dahlgren	827 NW 63rd, Suite 203	Oklahoma City, OK 73116
Texas District				
23	C4293	Nat Wells	537 San Carlos Drive	Garland, TX 75043
23	0553	David B. Tears	Route 1, Box 203-G1	McKinney, TX 75070
23	A451	Kai Kunnapas	8154 San Leandro	Dallas, TX 75218

New Members this report 57

Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.

A \$15.00 fee is charged for placement 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.*

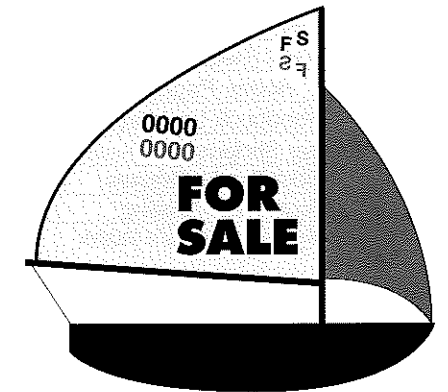
FS 489- Older project boat with good Gator trailer, (this boat was donated to our Junior Sail program and we are going to try and sell this boat to purchase more Optimus prams), 1 set of

older sails, red hull, white deck, OK condition, stored for the past few years in a dry barn. \$1225. Call Park McRitchie (Thomas's Dad) at (419) 732-2611, days or (419) 898-6444, eves.

FS 2311- Customflex, white deck, black trim, w/yellow hull. One suit of sails, spinnaker, boom tent, tilt trailer, anchor, outboard mount. 3.5 HP Mercury with long shaft. \$3500. Contact Bob Verplank, P.O. Box 2222, West Lafayette, IN. 47906. (765) 429-5050.

FS 2780- Main, jib, spinnaker. Full cover, motor mount with either electric or 4 hp outboard. Compass, trailmaster galvanized "custom" trailer with spare. Excellent condition. \$4200. Call Ray at (712) 276-2301 or 0351.

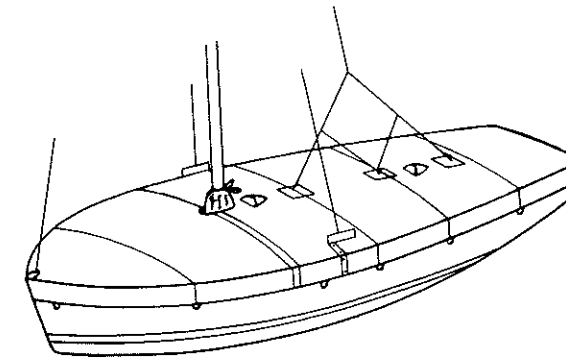
FS 3261- Customflex, race ready, grey hull and white deck with blue trim, good condition. Shurr sails, spinnaker, trailer, brand new tent cover (white). Located in Birmingham, AL. \$3500. Call



Mike Graham (205) 871-7100 or e-mail: mikeg@grahamcompany.com.

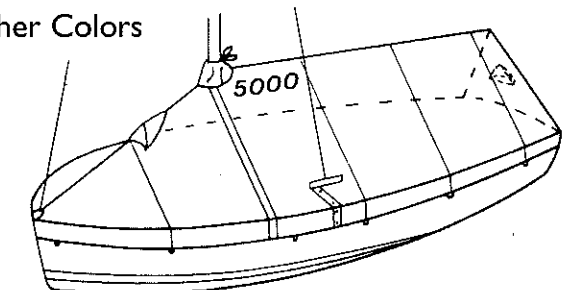
FS 4971- White with red racing stripe; excellent condition, little used; two sets North sails (one set new); motor mount, 2 hp motor, cover, trailer. \$8000. Call Michelle at (410) 745-6190.

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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
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- White & Blue — FAST DELIVERY!
- Other Colors

Flying Scot	White	Blue	Other Colors
Flat 6" Skirt	\$298	\$308	\$323
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Tent Full Sided	\$439	\$452	\$474
Sail # Installed	\$25.00		



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	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$60.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	

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Total Amount of Sale	

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

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

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST
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MY ADDRESS LABEL IS NOT CORRECT

Name _____
 Street _____
 City _____
 State/Zip _____

Change: Temporary Permanent

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

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

Return Service Requested

Periodical
 Postage
PAID
 Columbia, SC
 29201

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