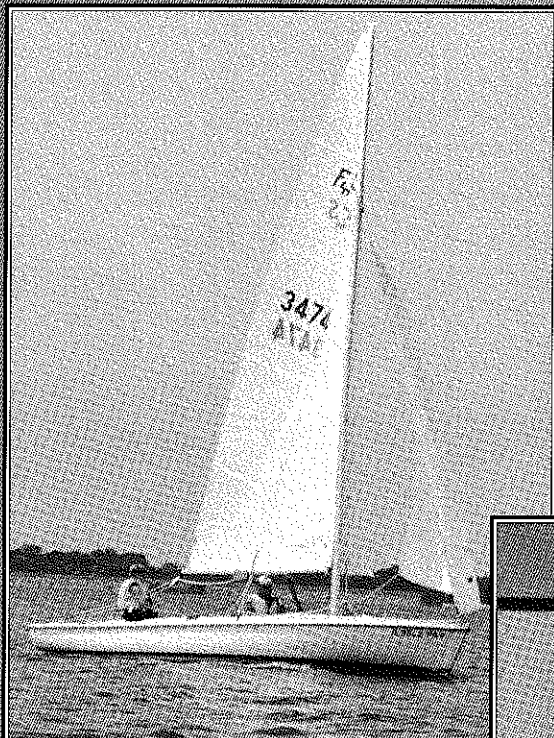


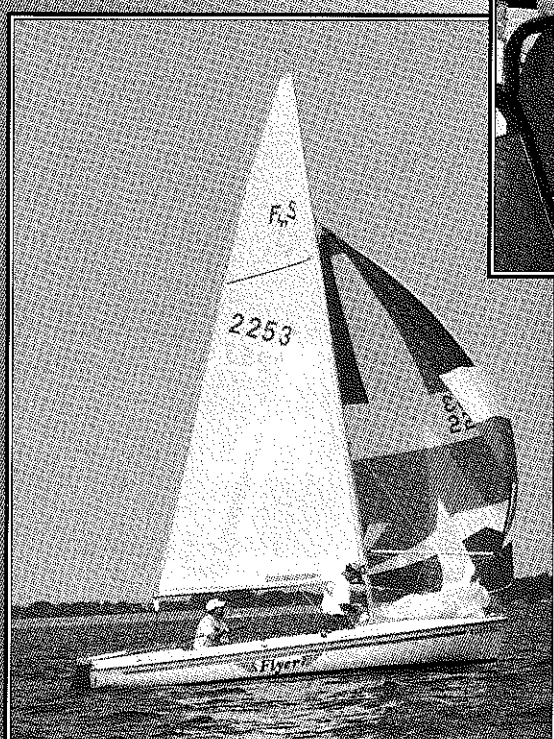
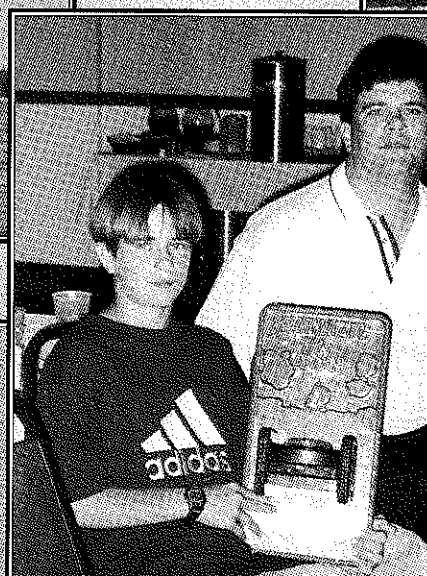
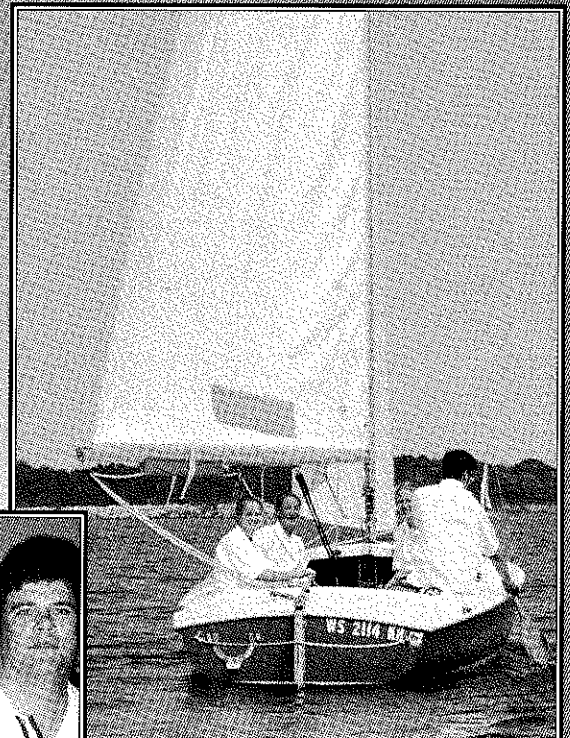
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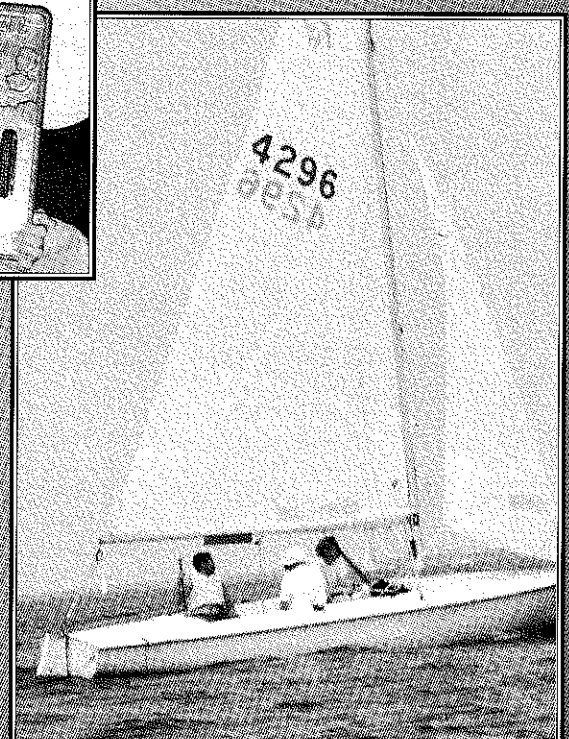
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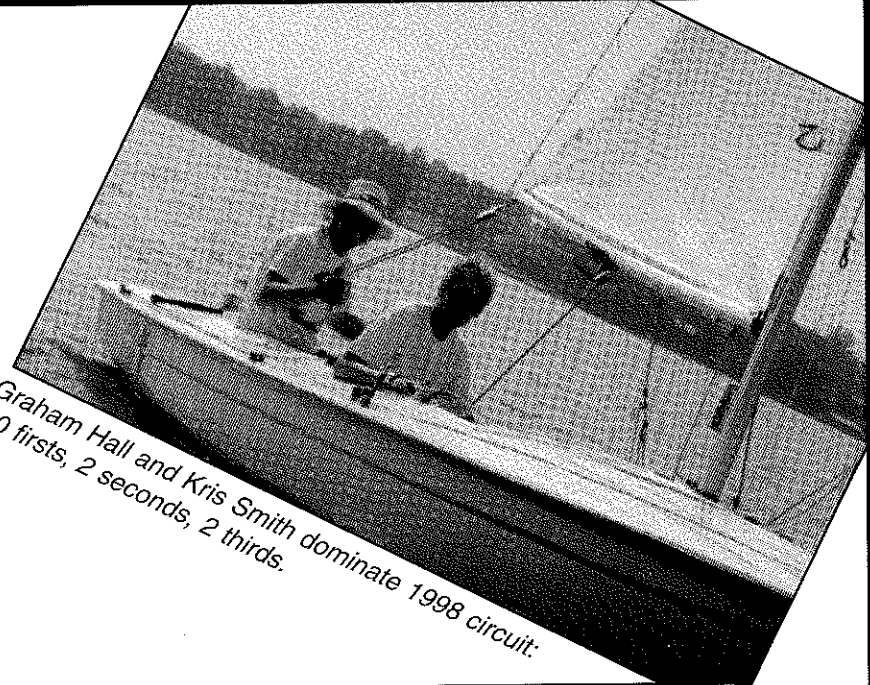
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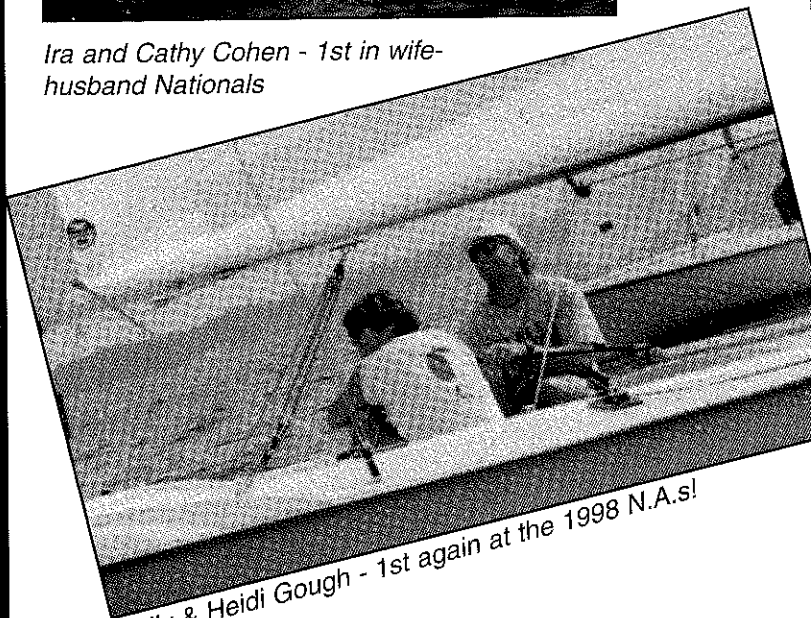
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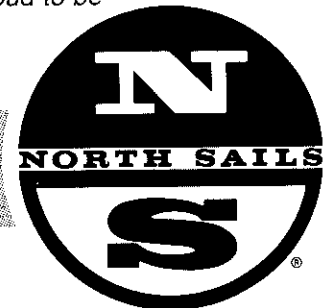


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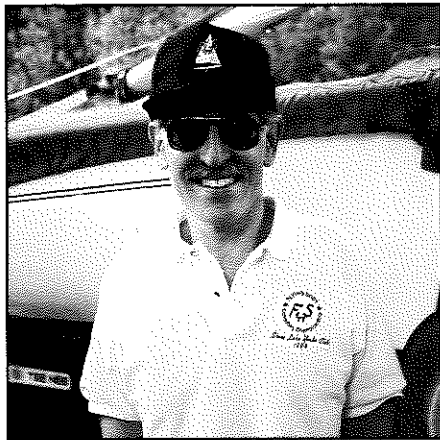
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*On the Cover:* Four Junior Sailors and the winners of the Father-Son Trophy, Mike & Charlie Cullen at the NAC.

# From the President

by Dan Goldberg, FS 4991



I've been doing a lot of thinking lately about sportsmanship. Over the last two years or so, there have been several articles about sportsmanship in various publications I subscribe to such as *Sailing World* and *Speed and Smarts*. Also, Tom Lawton wrote a very interesting letter in *Scots'n Water* a few months back about the effect of the new rules on the game we play.

In addition, I think of Harry Carpenter, who won the *US Sailing* national award for sportsmanship a few years ago. Harry, of course, is a true gentleman on the water who always remains calm and

even-tempered. Wouldn't it be great if we all emulated Harry?

Sailboat racing has historically been a self-governing sport. There are no referees or umpires in fleet racing. It is up to us to self-police the game we play. Sailboat racing has also been a non-aggressive non-contact sport. I think it is more fun for everyone if we all play it that way. I once saw an experienced racer intimidate a beginner with a loud hail of "Starboard" while tacking from port to starboard too close to have the right of way. What satisfaction could there be in such an action? I suggest that the inner satisfaction of doing well on the race-course has more to do with sailing to the best of one's ability than the negative effects one has on others.

The new rules, unfortunately, currently allow "hunting." To me, this directly contradicts two purposes of the new rules: (1) to make the rules less complicated to understand, and (2) to make the sport less intimidating for beginners. Tom's letter eloquently expressed these concepts, and I hope a lot of readers have followed Tom's suggestion of writing to *US Sailing* to express concern with the new rules.

I'm embarrassed to admit I once lodged a frivolous request for redress (which was granted), which resulted in my winning a trophy at the regatta. However, in hindsight, it was a stupid thing to do because I lost the respect of some of my fellow competitors. Races should be won or lost on the water. Over the years, my sailboat racing goals have dramatically changed. I used to think the main goal was to win trophies. Now I realize it's only a race, and is relatively unimportant in the grand scheme of things. My priorities now are (1) having fun, and (2) sailing to the best of my ability. And now that I'm more relaxed about it, my racing performance is actually improving! I would much rather be remembered as a good sportsman than a good sailor. One thing I now do when approaching a downwind mark near another boat is to politely ask them whether there is an overlap, rather than hailing what I think. Amazingly, I always get an honest answer!

To sum up, I encourage everyone to play the game fairly and on a level playing field (no souped up centerboard!). How you play the game is just as important as how you finish.

Good Sailing! ▲

## 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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# Down Memory Lane

by Derrick Lonsdale

I bought my first Flying Scot in 1962. It was #7 and she was built by the skilled hands of Eric Amman, who had just joined Sandy Douglass in Cleveland. She had been used only for day sailing by the previous owner and I acquired it with a suit of Boston sails, a canvas cover for the winter months, and a set of aluminum shelves mounted in the bow for picnic items.

At the time, #24 had been sold by Howard Taylor to George Spencer, but Howard still had a set of Thomas sails in his attic. I wanted to obtain them since my Boston sails were blown out and I was able to catch Howard in a cheerful mood at a party. When I asked whether I could buy them, he said, "Derrick, I'll give them to you!" Then I was off to a racing schedule at Edgewater Yacht Club in Cleveland with my own boat. Up until that time I had crewed on a Flying Scot for two years with Tom Meaney, a past president of the Flying Scot Association.

With these "free" sails (they were as flat as pancakes), my wife, Adele, and I went on to win the District Nationals at Port Clinton in 1967. Our most treasured trophy is the shell from the winning gun in the second race of the series. We participated in the Deep Creek regattas and actually had the extraordinary pleasure of winning one of the races with Sandy coming in second. I always suspected that Sandy let us win that race because we were sailing #7. I remember that when we dropped anchor off the beach club, someone came out in a boat to investigate the amazing feat of beating Sandy in #7.

Sandy and Mary became personal friends and on one regatta occasion, they invited our family to stay at their Oakland house because they were at their lake cottage. We had the guest suite and we began to look for places where we might put our things. Every drawer that we opened was crammed full of their trophies and there was literally no room at all for our spare clothes.

Our memories of Sandy and Mary are indeed rich. We first met them at the Nationals in Rockport some time the 60s when I was crewing for Tom Meaney. Sandy had a bad start in one of the races and I carry a wonderful picture in my mind. Mary was at the helm, wearing a broad brimmed straw hat and Sandy, with his trademark Glengarry was standing up and flying the spinnaker. They threaded their way through the entire fleet and came out in first place. At the clam bake, Sandy gave us a demonstration of how you should hike out. He asked Mary Meaney to sit on a chair while he seated himself on another and placed his feet under Mary's. He then hiked out in a straight, rigid body-line, continuing to chat with us and taking sips from his Martini as casually as though he were lying on a couch.

Sandy, with all his fierce competitiveness, could be as gentle as a lamb. On one occasion, when we were staying with them in Oakland, we went for a drive in his Mercedes. We came to a field with a large herd of cows in it. Sandy stopped the car and walking over to the fence, began to make "mooing" noises. The entire herd came over to his call.

When they came to the Nationals at Edgewater, some time in the 60's, Eric Amman was also crewing and he stayed with us. One morning before we were all to go to the club for the morning race, my son was at camp so Eric helped Adele and me to do David's paper route.

It was inevitable, of course, that Sandy would make an offer for #7 that I couldn't refuse and I became the proud owner of a beautiful, custom color coded #2907. I always regretted it. The masts that were then being used were nothing like the masts that had been stepped on the early boats. Also, I am convinced that #7 sailed better than either #2907 or my present #3907. This was in spite of the fact that you could fry an egg on the dark blue deck of #7 on a hot summer day! Of course,

that may just be nostalgia because I keep being reminded that it is the "nut on the tiller" that is the responsible item. Eric told me recently that #7 had been refurbished and put into good racing trim once more.

I would like to tell a couple more stories about the early days, although I could tell a great many as the wonderful memories flow into my mind. Warner Williams owned FS #577 and Sandy and Ken Perkins, who owned #11, crewed for Warner at the Harvest Moon Regatta at Atwood Lake in Ohio. After one of the races, as Warner came ashore, we asked him how things had gone with Sandy as one of his crew members. Warner replied that it had been very smooth and "he only grabbed the tiller a couple of times."

Back in those days the Cuyahoga river poured brown, chemical filth into Lake Erie. One Sunday we were racing with an offshore wind and it was rough. The spray that quickly soaked my poor wife smelled bad and she was miserable. Without complaining too much, she said, "this is dreadful, can't we go in?" My answer was simply "Well honey, Ethel is crewing with Ken (Perkins) and if she can stick it out, I don't see any reason for us to quit." We finished the race. Later, we found that Ethel has asked exactly the same question of Ken. His reply had been, "Honey, Adele is crewing with Derrick and if she can stick it out, I don't see any reason for us to quit."

Looking back, it seems that Sandy and Mary were like surrogate parents with an ever growing extended family. Certainly the Flying Scot, his creation, has been very much part of my own family for nearly forty years. It was a central focus for family activities and helped to glue us together. It still does! ▲

## Outstanding Sailors

by Paul E. Moore, Jr.

For outstanding sailors we've known through the years,  
We need not go searching they're here as our peers.  
With unending service, they've helped grow our Class.  
Their names, without guessing, are Florence and Ted Glass.

Both on and off water, they've each had our vote.  
We watch and admire them, hoping Ted stays afloat.  
While Florence gives him orders to make the boat go,  
Ted listens intently then maintains status quo.

Spinnaker handling is Florence's cup of tea.  
But Ted has ideas of how it ought to be.  
She takes under advisement 'til it sounds like bull,  
then turns the job over to the Mr. Wonderful.

Trophies adorn their cabin with splendor.  
They think of each winning with memories so tender.  
A cup they did purchase, to the Class they did part.  
It's given to couples and its name is "Sweetheart."

Ted's tour in offices includes all the Class chairs.  
Wise leadership given to both bulls and the bears.  
His service to racing includes that as a judge.  
From his findings in protests, he needed not budge.

Florence has her functions, her schedule is full.  
Art, opera and symphony, on her they do pull.  
Activities, meetings and causes are heard.  
Her interests are many, especially a bird.

To visit with either, we learn so much knowledge.  
With some of their tutoring, we wouldn't need college.  
Their presence among us we find such a pleasure.  
To the Flying Scot sailors the Glass's are treasure.

## Teamwork

by Dave Perry as seen in  
*Intercom*

As the story goes, there was a husband and wife team who raced very successfully together, except that whenever a situation got tense, the husband, who was the skipper, would start yelling and screaming at his wife. In return, she would calmly tell him that if he didn't shut up she was going to jump overboard and swim away. One day they were racing for the club championship, and coming up to the finish line they were leading the race except for one last starboard tack. They decided to duck behind it, but at the last second, and with no warning, the husband decided to tack. Needless to say, the crash tack was not picture perfect and the starboard tacker immediately rolled right over them. The husband started in on his usual condescending yelling at his wife, and with that she calmly stood up and dove overboard, swimming over and climbing into the nearby race committee boat. Of course, they were scored DNF for that race and thereby lost the championship. Later on that evening at the club bar, the husband was overheard saying, "You know, I really learned something out there I'll never forget..." And as everyone leaned in to finally hear him admit he'd been wrong for treating his wife so poorly, he said, "If I ever get married again, I'm going to find a woman who can't swim."

## Emergency

from "A Sailor's Dictionary" by  
Henry Beard and Roy McKie as  
seen in *Come Within Hail!*  
(Women's YRA of Tampa Bay)

At sea, an emergency situation is presumed to exist whenever one or more persons find themselves on any floating craft in waters whose depth makes it impossible for the shortest one of them to stand on the bottom and still have his head completely above water. ▲

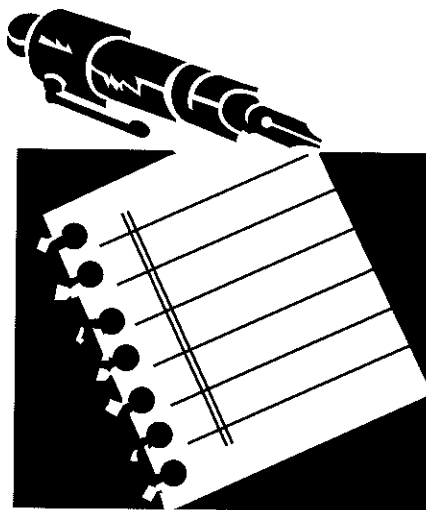
# End of Season Thoughts

by Tom Roberts as seen in *JackTar*

Now that the sailing season is over, it's time to start thinking about how to improve performance next year! Here are some ideas from two experienced sailors who put postings on the Internet. They made sense to me - how about you?

## ONE SAILOR GAVE ME THESE TIPS:

1. Don't give up. I've been crewing on the same boat for eight years now. In the beginning we were DFL even in club races. We got better and now generally place in the top three in any given race and have several series championships to our credit. Don't forget that even in club races you may be sailing against some fairly seasoned competitors tuning up for the big weekend race.
2. Crew - at least a few times. It's amazing what you learn. Hop on a boat at another club. Every week you have the opportunity to hand out with some outstanding racers, meet people, ask questions, and learn.
3. Get another opinion. Get to know the other skippers in your class and invite them for a sail and advice session. Things that you are familiar with from cruising may not be the best for racing. If you have recently purchased sails, talk to the sailmaker about going for a sail and giving you tuning and trimming advice.
4. Make the effort - or at least some effort to start. Someone once said that everyone starts with 100 points and everything you do wrong costs points. There may be fairly new racers, less than optimum boats, inexperienced crew, etc., on some of the other boats. Put all those factors together on the same boat and you aren't likely to place



well. The sad fact is that if you don't make any effort to go fast, you can't be surprised when you don't.

5. Take lessons. If you have the time and money, try a week at some place like J-World. At the other end of the budget, get lessons at your local club.

## ANOTHER SAILOR GAVE ME THESE TIPS:

1. Don't give up. I spent a long time at the back of the pack and so has most everyone else. Sailing is an experience driven sport and I don't know of any quick and easy way to gain the necessary experience. Ask the people who finish ahead of you what they think you did wrong. This is an ego destroying exercise but you will get some good input.
2. Have your sails recut. The sails on a sailboat are like the engine in a race car. If your engine is old and tired and missing on two cylinders, you can't expect to be in the race. Observing the subtle differences in sail shape is a lot harder than you might think.

3. Work on developing a crew. Sailing, except on a single-hander, is a team sport. If you have to talk your way through each maneuver before you do it, you won't be able to keep up with boats who don't.
4. Crew on a winning boat. At the club race level this should be relatively easy. Usually, just showing up on the dock with some beer is all it takes. During the race, keep your eyes and ears open and your mouth shut. Pick up as many details as possible and save your questions for the trip back to the dock after the race. Pay particular attention to how the skipper communicates with his crew, and the attention devoted to strategy, sail trim, and wind shifts.

## AND NOW MY HUMBLE OPINION:

First of all...keep things fun! Lighten up if you have to and enjoy the time out on the water even if it is watching transoms over the horizon!

My own personal experience has been to keep trying. I started crewing on an Express 27 and we had boat follies! Spinnaker work was wild, although we had a skipper who I came to trust immediately. Once we had a regular crew and started checking each other, looking ahead and anticipating, the skipper didn't have to organize the spinnaker, gybe, takedowns, jib sets, etc., he could read the wind and race! After taming that relatively huge spinnaker, I jumped on a Mobjack in moderate wind and it's spinnaker was like a toy! What a blast! Once, early on, I was racing tentatively in a fleet of 27 boats and found myself in a genuine all out race, being covered and trying to shake the other guy for 22nd place! We were suddenly focused: how could we get every ounce of speed out of the boat and

*Continued on page 8*

Continued from page 7

the old sails? We were lit! And it was fun! Well, he shot the finish line and beat us by less than half a boat length! But we felt like we had genuinely been racing, because we had been!!

Sail your boat as often as you can, especially on those light air days. Also, try crewing on your own boat or type of boat. Or get one of the more experienced racers to sail with you even if it's not a race. Watch some of the ways they handle the boat. When you can anticipate the next maneuver or situation, you are advancing. The first time you set the spinnaker and gybe it for tactical reasons rather than "you had to to make the course", you will sense the accomplishment. Once the sailing is comfortable, you can look ahead and outside the boat.

I learned that when starting, have the boat under control and know your options: speed up, slow down, turn right, turn left, etc. If the conditions are a little hairy, lay back just a little bit (it doesn't

have to be far to stay out of the way) and watch what happens. Try to figure out why, then ask the others later. When you're feeling good about yourself and your boat, stick your nose in there, you have all the same rights and they will be respected.

In any sticky situation, talk to the boat near you. Don't freeze up and go silent. Tell them you have another boat on the other side, tell them you're having a problem with your spinnaker, ask them if you don't have right of way or know what your obligation is. I tend to freeze and be intimidated but I'm getting better.

If anyone offers a clinic on starting rules, etc., GO! We had one where we had seven boats sailing in a 100' by 50' square (at least it seemed that small) for 5 minutes each leading up to a start. You really learn how to maneuver in that limited space. We must have done twenty tacks and gybes each time.

Also, don't be afraid to back down and reef or not set the spinnaker when it's too windy. It pays big time just to finish. There will be a time when you and your

crew are one with each other and the wind and you'll be ready to go for it in anything, but even the best back off when it's prudent. (In a series of races you can win the series and never win a race.)

Also, if you think your sails are "gone" but can't buy a new set, try replacing them one at a time. The jib is probably the first to go and the least expensive and on most boats can make the most difference. Get someone to show you how to tweak them. I had a guy come on and race on a windy day and he really honked down the cunningham, vang and outhaul, more than I thought possible and advisable. That sail really got flat! We trimmed the traveller instead of the main sheet and were really fast.

But most of all, don't forget...It's about having fun! ▲



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# 1998 STABYC Regatta

by John W. Darrah, Vice Commodore STABYC

Those who made it to Panama City for the 98 MidWinter Regatta know that a blustery day turned out to be more than anticipated as the winds picked and boats started going over left and right.

These are my observations and suggestions as the Vice Commodore AND one who was also a first-time-regatta-safety-boat-skipper.

As we struggled with capsized boats and communications during the first race, it became apparent we could have improved our communications. I was alone in a 19 foot Chaparral ski boat, and was called to assist another boat in righting a Scot which was completely upside down. As we tried to position ourselves on different sides with lines to the Scot, I was asked to "hold" while lines were repositioned. Much to my chagrin, the wind pushed me quickly toward the downed boat. I attempted to maneuver clear and sucked a line into the prop thereby initiating a frantic hanging over the out-drive while being nearly washed overboard by waves as I tried to untangle the line. Unfortunately, I was blown on top of the downed boat and the people in the water. At this point, it became apparent that I should be wearing foul weather gear for the cold water and a thick skin for the language (after all being in the water is NOT pleasant and one is not likely to be particularly understanding of a "dry" boater's problems).

After righting numerous boats, the race was completed. Further racing was cancelled and everyone headed for home. That was when we discovered two cold wet souls in a 14 foot Boston Whaler guarding an overturned Scot while worrying about being swamped themselves. The crew had been in the water so long and were so cold that they had already accepted an earlier ride home!

An hour later, after the boat had been righted and blown, righted and blown, righted and blown over time and again, fresh power boaters arrived. As each boat arrived, the skipper was certain he had the solution. Communication and coordination was "difficult" at best with the wind and waves howling, boats drifting, swimmers in the water, former and exhausted swimmers freezing on boats and everyone expressing an opinion at the top of their lungs. Each person wanted to initiate his course of action which would solve the problem!

Putting the towing bridle on and dragging it into the wind wouldn't work because there wasn't any righting moment. All you did was tow the boat upside down. Putting a line on the side stay resulted in dragging the boat sideways until the mast tip was 2 to 3 feet out of the water - at which time the nose of the boat went under and we just continued dragging sideways.

Finally, we fastened a line to the other stay - under the Scot - inside the forward stay, over the boat and to the powerboat. This succeeded in rolling the boat upright! Unfortunately, the wind quickly blew it right on over! (Yes, dragging the Scot sideways to

the wind would have resulted in the boat righting with its bow to the wind, but with 30 plus mph winds and 3 to 4 foot waves, that proved "a bit difficult.")

At last one boat got the mast up far enough that a second boat snagged a halyard and held on. The crew in the water was then able to lower the sail and righting the boat was then comparatively easy....and the long slow tow home was underway at last. We were late, wet, had a shredded spinnaker and fouled lines but we got the boat back at last...and it could be raced the next day (with a bit of work).

## RECOMMENDATIONS

1. A clear chain of command/control for the safety fleet.
2. Large safety ID flags with numbers or letters with appropriate call signs for each boat, "Safety 1", etc. "Is that blue runabout on the course one of ours?" "Can somebody ask that cruiser to go around the finish line? Wouldn't it be better to say..." "Safety 3, intercept the cruiser and ask him to avoid the finish line."
3. A "turn turtle" righting harness should be carried by each safety boat. (See details.)
4. All boats should have boat hooks to reach and grab lines and shrouds.
5. All safety boats should have two man crews.
6. When trying to right a downed boat, pull backwards (if the boat has enough power). This allows some limited steering ability and keeps the prop away from lines.
7. All safety men should have foul weather gear. (I had mine but it quickly got "stowed" under other things when the problems began. When you are wet and in the wind it's COLD!)
8. One line with a clip for the shroud. If all else fails, clip the line to the shroud with a weight and let the clip sink to the "top" of the mast, then back off and pull sideways as one person slowly pulls the mast up to horizontal.
9. Extra jackets, spare blanket, or even sheets of plastic for those coming out of the water to wrap up in.
10. Extra water. Shouting in and out of the water quickly results in "cotton mouth" and an inability to communicate.
11. Extra radios with everyone knowing IN ADVANCE that "Safety 1" has them.
12. Handy first aid kits.
13. Waterproof pouches or large Baggies, if nothing else for hand held radios.
14. Checklists for each safety boat and safety officer - person in charge - check them out. (I'm an experienced boater and didn't think I would need my handheld radio waterproof pouch - WRONG. That mistake cost me a radio!)

*Continued on page 10*

15. Schedule the "debrief" period before everyone forgets.
16. Remember to say thanks to all those who worked the race.  
Suggestion - small streamers to fly with the club burgee (green = 1 race, red = 5 races, etc.)
17. 14 foot Boston Whalers are great safety boats. They are quick and maneuverable, but if the weather turns bad you need some larger 19 or 20 footers as well!
18. Before the race have a planning meeting with the race committee and the safety committee. Discuss, "who, what, when and how". I'm an experienced boater, but would have benefitted greatly from a detailed discussion like that before all heck broke loose. ▲

# Sailor's Quiz

as seen in *Windword* (Windycrest SC)

## TEST YOUR KNOWLEDGE OF SAILING BY ANSWERING THE QUESTIONS BELOW:

1. What does the acronym LORAN stand for?
2. How many nautical miles are in one marine league?
3. How would a helmsman "feather" when sailing close-hauled in gusty winds?
4. What does a red light over a white light warn when seen displayed at a prominent location ashore?
5. What is the modern sailboat's equivalent to the traditional bulwarks?
6. What are "bottle papers"?
7. Do waves speed up or slow down as they approach the shore?
8. Give one reason why you should worry about capsizing in a small boat.
9. Why is it important to bend a piece of chain between the anchor and the nylon cable, even in waters where chafe from the bottom is unlikely?
10. How does one "belay" a line?

(Answers on page 21)

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PS Form 3526, September 1995 (Rev. 9/95)

# Format for the North American Championship

by Bernie Knight

We are faced with several issues in conducting the North American Championship related to the press for time during the week of the event. Among them are the problems created by attempting to conduct the Women's and Junior's NAC on a single day. Three championship length races on a single day are a push under the best of conditions. Add to that any little problem with the weather on the assigned day and these events get short changed quickly, which is a shame. In addition, the time required for people, especially really good sailors who are all but certain to qualify for the Championship Division, to be compelled to sail two days just to qualify can be argued to be a deterrent to participation at a time when we should be doing everything possible to *encourage* participation in sailboat racing. I can personally recount situations with individuals for whom this has been a problem in the past due to their very busy schedules. We all know that very busy schedules seem to be a way of life for us, and that is not going to change.

In order to strengthen the format for the Women's and Junior's Championships and to address the issue of declining participation in one-design sailboat races as it affects the Flying Scot Class, there was a Fleet proposal from Fleet 60 to eliminate the Qualification Races. At the 1998 NAC I was asked by the FSSA Executive Committee to chair a committee to address these issues, and to make a recommendation to the Board of Governors at the 1999 Midwinter's. Since then I have talked with a large number of recent NAC participants, who sail at all levels in the fleet. In addition, I have learned how other Classes conduct their national championships. A really simple solution available to us, which is to delete the Qualifying Races from the schedule of events at the NAC and allow competitors to declare at Registration either the

Championship or Challenger Division for the Championship Series. This is how it has been done at the MidWinters for a number of years, and the split has consistently been very nearly 50-50 between the two divisions. In addition, the Championship Series could now be a seven race series with one throw out if all seven races are completed. Inclusion of a throw out will make the event more palatable for individuals who have a singular stroke of very bad luck, and will possibly improve the fairness of competition. Bad luck isn't always of one's own making. There are things such as barges coming unannounced through the race course at certain venues. Race committees have been known to create or allow patently unfair situations to develop and/or continue, even though these events were not necessarily grounds for redress.

A possible schedule for the week could be:

## SATURDAY

Registration & Measurement

## SUNDAY

Women's and Junior's NAC  
Registration & Measurement, cont.

## MONDAY

Women's and Junior's NAC, cont.  
Registration & Measurement, cont.

## TUESDAY THRU FRIDAY

North American Championship  
(seven races with one throw out)

With this schedule there are two full days for the Women's and Junior's NAC, which should considerably improve the odds of a decent series. Furthermore, an obviously championship quality sailor could show up as late as Monday afternoon for Registration and Measuring and compete in the NAC.

There are a number of issues that must be addressed, such as:

- How to prevent people from repeatedly sand bagging themselves into

the Challenger Division. At Midwinters there is a rule that requires anyone who has won the Challenger Division to sail in the Championship Division thereafter. This seems to work fairly well.

- If after Registration the Championship and Challenger Divisions are not pretty evenly split, the International Race Committee could be given the prerogative of assigning several individuals to another division based on their performance in the previous year's NAC or in recent Midwinters in order to solve anticipated problems.
- There will be a need to rededicate or retire the Bill Singletary Trophy which is awarded to the winner of the Qualification Series, and any other trophies specific to the Qualification Series.
- There may be some impact on the Masters' and Senior Trophies. The recommended format would allow these events to continue under their current rules and definitions.
- Several references in the *Flying Scot Handbook* would have to be updated.

Based on your input, it would be my intention to present this proposal to the Board of Governors at the 1999 Midwinters. It would be recommended that we experiment with the new format at the 1999 NAC in Gulfport and adjust it as necessary based on our experience there before it becomes "the law."

Please send your comments and thoughts to me directly or as *Letters to the Editor* in *Scots'n Water*. My address is: Bernie Knight, 2010 Eventide Road, Milton, FL, 32583 or you may e-mail me at: [baknight@msn.com](mailto:baknight@msn.com).

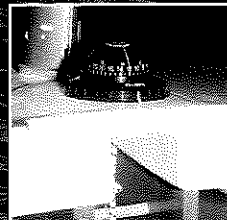
All comments will be tabulated and our final recommendations will be tempered accordingly. ▲

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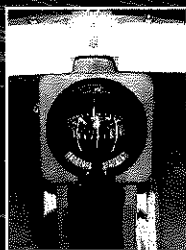


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# Measurement at Your First North American Championship

by Jack McClurkin, FS 3404

Have you ever thought about going to the NAC, the North American Championship for the Flying Scot Class? Have you ever thought about going but you were concerned about your boat or sails not measuring in? Have you ever been concerned about what would be done to your boat during the measuring process? Well, this article will help demystify all of this.

Participation at the NAC is open to all owners of Flying Scot sailboats who are members of FSSA. No prequalifying is necessary, and sailors of all levels of ability and experience are welcome.

Since the NAC is at a different site each year, the measurement procedure will vary slightly from location to location. Our Class regulations give the host club flexibility in the logistics of accomplishing the measuring in order to allow for the most efficient procedure. However, the result is always the same - to measure each boat according to the Class regulations.

One thing that is not left to the host club is what to measure, and how to measure it. In fact, you received these regulations when you first became a member of FSSA. They are contained in the "Handbook and Roster" binder under the "Sanctioned Regatta Check List" tab.

If you look through this part of the Class regulations, you will see that there are two pages of very specific measurements. At your first NAC, each of these measurements will be checked. The procedure generally works as follows:

One of the most important measurement is sails. These are measured by a team of people who use a template. This template has marked on it all of the various measurements that are spelled out in the Class regulations. Each sail is laid out on the template and checked at the places

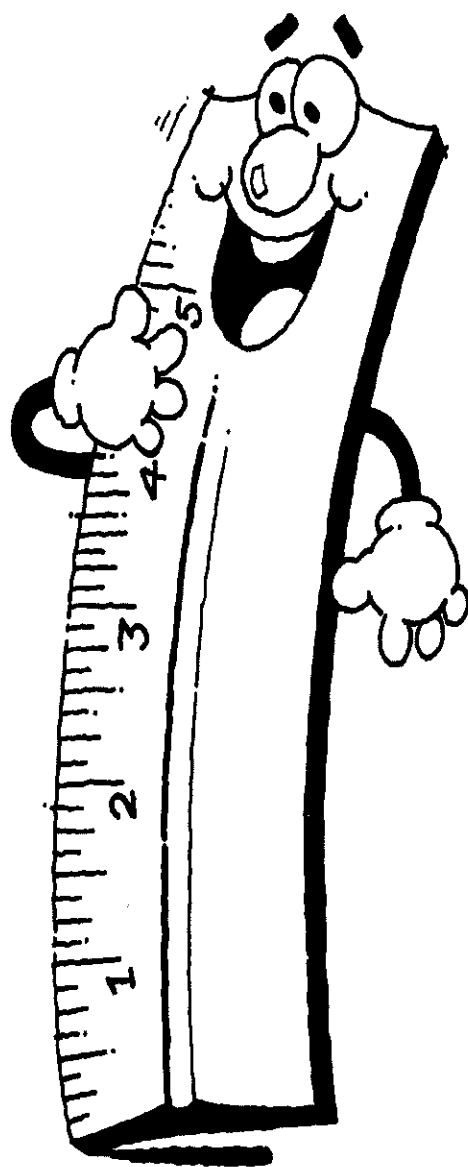
called out on the template to see that they do not exceed the prescribed measurement. In addition, the team checks for a Class royalty sticker, something that is required by Class regulations. You are allowed to measure in two complete sets of sails for the regatta. There is not much that you can do ahead of time here except to pack two sets of sails, no matter how old the second set is. After all, you may need the second set if one of the first ones doesn't meet specifications. You can also check for the royalty sticker. If one is not present, you can purchase one at the NAC.

The measurement of the boat itself can be separated into two parts: the hull/centerboard, and the mast/boom/gear/rigging.

When measuring the hull and centerboard, all gear must be removed from the boat, except for the centerboard. This means that you need to remove the mast, boom, sails, anchor, rudder, tiller, spinnaker pole, lifejackets, and any other loose contents. Then, the hull with the centerboard are weighed together using a hoist. Your boat will need to be equipped with a lifting bridle to accomplish this part of the measurement process. You will not know how much your boat weighs, only if it exceeds the minimum weight requirement.

At several recent NAC's, the centerboards have been checked for alterations to the original shape and size.

For the mast, boom, gear and rigging, a team of people from the host club will measure the items in the Class regulations. Your mast needs to be in the lowered position, as there are several



*Continued on page 14*

measurements that need to be made in that position. You can review all of these measurements and check them ahead of time on your boat if you desire to do so.

Remember that the vast majority of Flying Scots measure in with no corrections needed on site. Generally speaking, it has been my experience that problems occur when homemade modifications are made to the boat or its rigging. If there is a measurement that doesn't comply, you will find that usually the chief measurer or his nominee will be called to verify the measurement. If it is verified, you will find ample help and suggestions for correcting the measurement. Remember that we all have expended great effort to get to the NAC, so everything possible will be done to see that you are able to sail.

One simple suggestion to avoid measurement problems is to either use factory kits, or to discuss your modification with the chief measurer. Both are listed with phone number and address in the front of *Scots'n Water*...use their expertise.

Once the measurement is complete, there is good news. The measurement procedure, except for sails, will not have to be repeated again for several more years. Provided that you have not modified your boat, you will not have to repeat the hull/centerboard or mast/boom/gear/rigging portions of the measurement for a number of years.

At this past year's NAC, I heard of a few centerboards which did not measure in due to modifications by the owners, one set of sails which did not have royalty stickers, and one spinnaker which did not measure in. Everything else checked out OK.

Measurement takes place from Friday evening to Sunday afternoon. Most boats arrive early enough on Saturday to complete the measuring process on Saturday. You should allow several hours to a half day to complete the measurement process for the first time.

Now that we have discussed the measurement portion of the NAC, let's discuss the on-the-water competition. Regardless of your sailing ability and experience, you will find boats which are closely matched to you. You won't be left behind, or be in a class by yourself. You will have lots of company at just the level of sailor that you are. So go to the NAC with the knowledge that you'll have a good time sailing on the water, and socializing with other sailors on land.

(Note: The 1999 NAC will be held at Gulfport, Mississippi, and the 2000 NAC will be held in Connecticut on Long Island Sound.)

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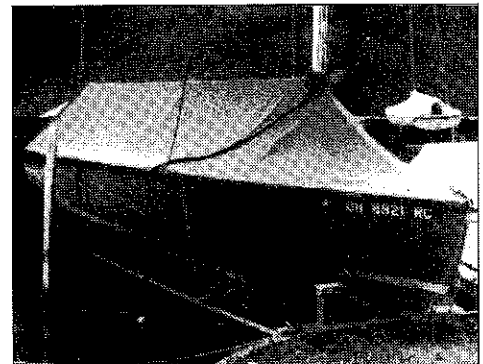
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# Fleets In

## SANDY DOUGLAS MEMORIAL INVITATIONAL REGATTA SAILED IN LIGHT AIR AT DEEP CREEK LAKE, MARYLAND, JULY 25 - 26.

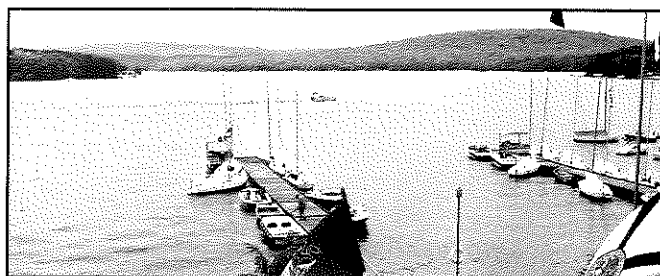
BY DAN MUSS

A regatta is always an occasion for sailboat racers but the Sandy Douglas Invitational Regatta is, for us, the major event of the year. Sandy Douglas was, of course, the designer and first builder of the Flying Scot who established his manufacturing facility here in Garret County, Maryland, near Deep Creek Lake. Sandy died a few years ago but we



*Well the air is light but the lunch is good.*

all remember him. About ten years ago my younger son James was home from college. He was, and still is, an avid Thistle sailor. When he was introduced to Sandy at the Deep Creek Yacht Club at Turkey Neck, his eyes grew wide. He stammered out, "Boy, that's one great boat you designed!" Sandy drew himself up to his full five foot height and said, "I designed three great boats!"



*View of Deep Creek Lake from the deck of the Deep Creek Yacht Club at Turkey Neck.*

When Sandy retired, the company was taken over by Eric and Mary Ammann. Today the Flying Scot Boat Company is owned and run by Harry and Karen Carpenter and they are great supporters of sailboat racing, great sportsmen and really good sailors.

There were twenty boats racing in the Championship Fleet and seventeen in the Challenger Fleet with ten visiting boats. The air was light on Saturday for the first race and it blew from every direction. In fact, the Scots popped their spinnakers right after the start of the first race on a leg that was supposed to be to windward. The Regatta was scheduled for five races, three on Saturday and two on Sunday, but with the light air they were only able to sail two races on Saturday. On Sunday the breeze picked up a bit but it was still very light.

There was a protest arising from an incident in the second race. MacMillan was ahead at the leeward mark with Harry Carpenter and Tom Johnson both claiming inside room. MacMillan claimed to have hailed the other boats informing them that, in his opinion, they did not have an overlap at the two-boat length circle but they came inside and contact was made. It happened that there was an impartial witness supporting MacMillan's version so that Johnson and Carpenter were disqualified.

There was a tie for first place in the Championship Fleet between our local champion John Meredith and Graham Hall. This tie was resolved in Hall's favor. John Meredith has a remarkable sailing family; he finished second overall in the Championship Fleet, his niece Meredith Dodd with her grandmother Barbara Meredith won the Challenger Fleet and his other niece Ashley Dodd crewed for Graham Hall. And losing to Graham Hall is an honor. Hall is a nationally known racing sailor who has served as the U.S. Olympic Sailboat Racing Team's coach and is the author of many articles on sailing.

The Race Committee for this Regatta was chaired by Don Hott. Don was honored at the Flying Scot Nationals earlier this month. This was the 40th running of the Flying Scot National Regatta and Don and Charlotte have sailed in every single one of them. Don, a retired Judge, and his wife Charlotte live in Kaiser, WV, a short drive from Deep Creek.

### CHAMPIONSHIP FLEET

SKIPPER	CREW	RACE1	RACE2	RACE3	RACE4	SCORE
Graham Hall	Ashley Dodd	2	2	8	1	13
John Meredith	Tony Kaminski	1	5	4	3	13
Doug MacMillan	Keith MacMillan	6	3	11	2	22
Peter Salmon-Cox	Jane Schneider	9	1	2	14	26
Rick Baugher	Jo Baugher	3	4	5	15	27
Susie Stombach	Tim Stombach	7	6	15	7	35
Jack Rudy	Nancy Rudy	19	9	3	5	36
Dave Mahan	Jane Mahan	5	16	7	11	39
Frank Meehan	Jennifer Meehan	8	8	10	17	43
Harry Carpenter	Carrie Carpenter	13	21	6	4	44

### CHALLENGER FLEET

SKIPPER	CREW	RACE1	RACE2	RACE3	RACE4	SCORE
Meredith Dodd	Barbara Meredith	5	1	6	2	14
Stephanie Mahan	Bruce Lothrop	7	5	1	4	17
Al Thagard	Jean Thagard	1	2	3	13	19
David Meehan	Russ Arrusnait	2	4	9	11	26
Gary Schubert	Rosanski, Schubert	16	3	4	3	26
Charlie Armitage	Bill Tingle	6	18	2	1	27
Frank Vandal	Sheila Vandal	3	16	7	5	31
Alan Armstrong	Jeanette Armstrong	14	7	13	7	41
Spencer Deakin	Marie-Potts Deakin	11	11	11	8	41
Karen Betz	Jim Betz	10	12	5	15	42

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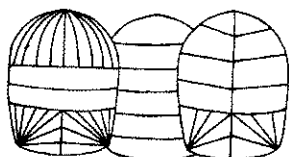
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## EDGEWATER YC HOSTS SCOTS BY RICHARD MILLS, FS 2565

Edgewater Yacht Club was formerly Fleet 12.

For the first time in over ten years, Flying Scots took part in an Edgewater Yacht Club race series. In the past there were several Scots that raced on a regular basis until there were less than three so the club charter was revoked. Years have passed and now they are BACK...looking great.

On Sunday morning, September 6th (Labor Day Weekend), four Scots went to the starting line to sail two back to back races. A third race was scheduled for Labor Day. The temperature was in the mid 80's, wind NNW at 12-14 mph creating a three foot chop. What a day to race! The course was a windward-leeward one.

Unfortunately on Labor Day morning a cold front came through setting off heavy thunderstorms followed by hard rain and lots of wind. The races were cancelled.

This was a great start and efforts are being made to rebuild Fleet 12. If you are in the area, come race with us or just come to socialize! The results were as follows:

RACE 1		RACE 2	
SAIL #	SKIPPER	SAIL #	SKIPPER
3911	Paul Nickerson	2854	Pat Mahoney
2854	Pat Mahoney	1765	Ralph Pika
1765	Ralph Pika	2565	Dick Mills
2565	Dick Mills	3911	Paul Nickerson

## THE COMMODORE'S REGATTA AT DEEP CREEK LAKE, MD BY DAN MUSS, FLEET 6

The Commodore's Regatta is held on Labor Day weekend and it consists of five races, two on Saturday, two on Sunday and one on Monday. The race is run by the two commodores of the Deep Creek Yacht Clubs at Deer Haven and at Turkey Neck.

We had everything this Labor Day weekend; Saturday dawned beautiful but with light wind out of the west. Sunday was also beautiful with perfect racing wind. Labor Day Monday morning the weather looked terrible. We had a severe thunderstorm alert, the wind was howling as it had been all night long. Only the strong went out (and, of course, those in contention for a cup). But, as the starting signals went off, the sun came out briefly, the wind moderated and they had another race with perfect conditions.

I had a real scare in the third race on Sunday. We were approaching the starting line close-hauled on the starboard tack with about 20 seconds to go in a good 10 knot breeze when a port tack boat came tearing down on us. I didn't even have time to yell as his boom hit our forestay and bounced off. A blow like that could have broken the forestay and demasted us but it didn't. So we sailed on, half way up to the first mark I looked back to see that skipper doing his penalty turns after the start as required. The blow had unhooked one of our jib snaps so my brave crew, Marilyn Filemyr, climbed up on deck and resnapped it. Well, racing being what it is on Deep Creek Lake, he passed us in spite of his penalty but we just nipped him at the finish, so truth and justice prevailed!

# Ode to a Sailor

by Paul E. Moore, Jr.

There' many a sailor who's skippered a Scot.  
Some have been winners and some of us not.  
Of those from the beginning there's not left a lot.  
One we all know has the name of Don Hoff.

He's held all the chairs that there are to be.  
He's many a talent, that which we'll see.  
A racer, a judge, and a great guy is he.  
Competitor, participant, at each N A C.

Shortage of petrol held some from the Class.  
From making the nationals, for that year they did pass.  
Don drove car and trailer and watched through the glass.  
From inside boat and trailer were cans full of gas.

Don's skill in a sailboat goes back to the start.  
At all of the nationals he's been there with heart.  
With tactics and judgement he's shown to be handy.  
While skillfully sailing, he's even beat Sandy!

While not in his sailboat, he holds forth in court.  
At the bar the opponents know not to fudge.  
They know, without substance, they need to abort.  
Cause it is his courtroom and he is da judge!

Don and Charlotte, we thank you and bow.  
The way you keep coming, we'd like to know how.  
Your record and service set goals that are high.  
Keep up your actions, so we'll never say goodbye.

Meredith Dodd, 13 years old and a product of the Deep Creek Sailing School, sailing with her grandmother Barbara Meredith, took first place in the Challenger Fleet in the Commodore's Regatta and third place in the July-August series. We are very proud of Meredith.

Our stalwart permanent Race Commander, Matt Matthews, received a very special award this year, in recognition of how many times Matt retrieves the committee boat anchor, he was presented with an electric anchor winch. (The guys said that they had ordered a wench but they had sent the wrong thing.)

The Sportsman of the Year Award went to John Meredith, our Fleet 6 champion, who received a standing ovation when it was presented to him. John spent the entire summer sailing with any racing team that wanted him and we've all noticed an increase in the level of competition as a result.

### CHAMPIONSHIP FLEET

- 1 Harry & Karen Carpenter
- 2 John Skoog & John Meredith
- 3 Don & Barbara Griffin
- 4 Dick Gregory & Allison Felix

### CHALLENGER FLEET

- 1 Meredith Dodd & Barbara Meredith
- 2 Bruce Lothrop & Stephanie Mahan
- 3 Gary Schubert, Alice Rosanski, Ryan Schubert
- 4 Ken Gibbs & Susan Meehan

**FLEET 177 FLYING SCOT INVITATIONAL  
HOUSATONIC BOAT CLUB, STRATFORD, CT  
AUGUST 1 - 2, 1998**



*HBC Regatta Winners*

*l to r front: Jim Cavanagh, Brian Hayes, Kelly Gough, Ira Cohen, Shane O'Neill; l to r back: Steve Baldwin, Christine Hinkley, Dan Neff, Josh Goldman, Brian Minth*

Fleet 177's new location at the Housatonic Boat Club made us all anxious to hold a regatta that would be a high point for all involved. We were fortunate to host top sailors from afar, as well as some of the most formidable competitors in the northeast. Many non-Scot members of Housatonic generously volunteered their time and talents in helping produce the weekend's events.

The fastest part of Saturday's sailing may have been going down the Housatonic River on the current and ebbing tide to Long Island Sound, where the racing was held. Once on the Sound, the trick was to get in as many races as possible on a northerly that was shifting to the southwest and oblivion. As it turned out, two races were booked with the shiftiest sailors, OOPS, I mean those who sailed the shifts best, prevailing.

After the races were postponed until Sunday, most boats hitched a tow back up the River to the club. This caused near panic among the beer committee, as they were unprepared for this unexpected tactical move. Nevertheless, there was soon enough cold gold on hand to satisfy the most demanding of

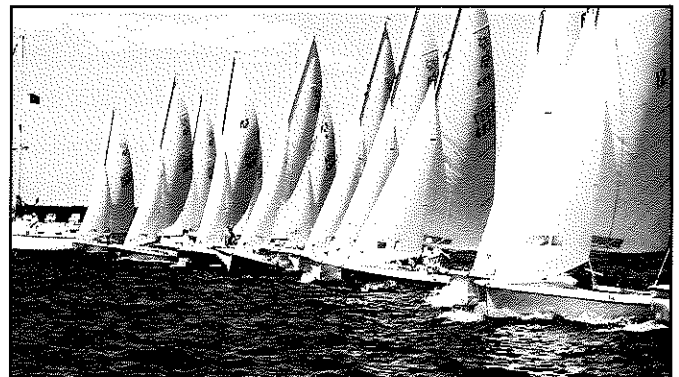
sailors. The abundant liquids were soon joined by a handsome array of hors d'oeuvres, and later, a feast of Italian fare that soothed all comers.



*Ann and Peter Seidman*

After dinner, emcee and host Brian Hayes replaced good food with good humor as he recapped the day's sailing and suitably harassed all present.

Sunday's weather graced us with steady, southwesterly winds. Two more races were sailed with Kelly Gough's consistency over both days giving him and crew, Ira Cohen, the winning edge. The combined skipper-ship of Greg Fisher and Brian Hayes with Shane O'Neill were right behind. (Greg had a family commitment on Sunday. We missed him, but were glad he could spend some time at home.) Dan Neff with crew Christine Hinkley continued their consistent improvement as a team coming in third. Save for one race on Saturday, Josh Goldman with crew Brian Minth might have rearranged the results as they took two bullets on Sunday. Recent New England champion, Jim Cavanagh with crew Steve Baldwin were always there, getting nosed out of fourth only by a tie-breaker.



*Start of Race 4*

**FINAL STANDINGS**

PLACE	SKIPPER/CREW	TOTAL	SAIL#	RACE1	RACE2	RACE3	RACE4
1	Kelly Gough/Ira Cohen	13	5225	2	2	2	7
2	Greg Fisher, Brian Hayes/Shane O'Neill	16	3810	3	1	4	8
3	Dan Neff/Christine Hinkley	17	2929	5	5	3	4
4	Josh Goldman/Brian Minth	18	5171	13	3	1	1
5	Jim Cavanagh/Steve Baldwin	18	3890	1	8	7	2
6	Tony DiResta/Regina DiResta	27	4938	7	4	10	6
7	Melanie Dunham/Bill Dunham	29	2601	4	6	9	10
8	Gary Powell/Taylor Smith	29	4429	9	9	6	5
9	John Cooke/Robin Cavagna	30	4619	6	7	8	9
10	Dave Jacobsen/Peter Beam	34	4937	10	16	5	3

# Sailor's Quiz Answers

1. Long Range Navigation
2. Three nautical miles.
3. Pinching (heading up) in gusts, falling off in lulls.
4. It is the night time signal for a small craft advisory.
5. The toerail and lifelines.
6. Papers placed in bottles with the date and the ship's location and then thrown overboard (this information provided valuable data on currents).
7. They slow down.
8. Cold water; poor swimmer; sailing alone; inexperienced crew; mast can get stuck in mud.
9. The weight of the chain creates a horizontal pull, greatly enhancing its holding power.
10. Simply by securing it or making it fast.

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DEADLINE	ISSUE	DISTRICT RESPONSIBLE	CONTACT & ADDRESS	PHONE	E-MAIL
12/15/98	JAN/FEB 1999	CAPITAL	Frank Gibson 2347 S. Queen Street Arlington VA 22202	(703) 271-2716	fhgibson@compuserve.com
		PRAIRIE	Tylor Hall 8342 Bridle Dale Lenexa, KS 66220	(913) 422-8869	tylorh@sound.net
02/15/99	MAR/APR 1999	NY LAKES	Ann Seidman 33 Huckleberry Lane Ballston Lake, NY 12019	(518) 877-8731	poseidman1@nycap.rr.com
		NEW ENGLAND	James Cavanagh 121 Billings Street Sharon, MA 02067	(617) 784-5088	cav@webmate.com
04/15/99	MAY/JUN 1999	OHIO	Jack Rudy 740 Lafayette Avenue Cincinnati, OH 45220	(513) 221-6144	jrudy2@juno.com
06/15/99	JUL/AUG 1999	MIDWEST	Tom Pinkel 3738 Boatmans Point Belleville, IL 62221	(618) 632-0712	n/a
08/15/99	SEPT/OCT 1999	GULF	Dan Kolenich 4 Navy Lane Spanish Fort, AL 36527	(334) 626-7175	n/a
10/15/99	NOV/DEC 1999	MICHIGAN-ONTARIO	Forest Rogers 10118 Curtis Pinckney, MI 48169	(734) 954-0452	n/a
		GREATER NY	Anthony DiResta 11 Harbor View Place Center Moriches, NY 11934	(516) 878-8710	n/a
12/15/99	JAN/FEB 2000	CAROLINAS	Dave Batchlor 422 Martorie Drive Cary, NC 27511	(919) 467-3517	dbatchlor@nacom.com
02/15/00	MAR/APR 2000	PACIFIC	Chuck Benck 4380 Charger Blvd. San Diego, CA 92117	(619) 565-2715	cbenck1@san.rr.com
04/15/00	MAY/JUN 2000	FLORIDA	Charlie Fowler 2210 Northwest 14th St.#10 Miami, FL 33125	(305) 638-8885	scotssalis@fowler-salis.com
06/15/00	JUL/AUG 2000	TEXAS	Joni Seifrick 8939 Flicker Lane Dallas, TX 75238	(214) 553-0005	jseifrn@psd.edu

# Starting Line

Note: Please send all Regatta Notices to the Association Office

## Gator Bowl Regatta

December 12, 1998  
Rudder Club of Jacksonville, FL

Three one-design races will be held. Anticipated classes include Flying Scots.

Call Jon Hamilton at (352) 335-1243 or e-mail to: [hamilton@dale.cba.ufl.edu](mailto:hamilton@dale.cba.ufl.edu) for details and final schedule.

## 1998 Sugar Bowl Regatta

December 19 and 20, 1998  
Southern Yacht Club  
New Orleans, LA

For more information, please contact the Southern Yacht Club at (504) 482-7358 or e-mail to: [tagline@usa.net](mailto:tagline@usa.net).

## 1999 Midwinters

March 28 - April 2, 1999  
St. Andrews Bay Yacht Club  
Panama City, FL

Great racing and Great times!

Look for the Registration form in the next issue of *Scots'n Water*.

For more information, please contact Regatta Chair, Ellen Price at (850) 872-9740 or e-mail: [elley@aol.com](mailto:elley@aol.com).

## 1999 Wife-Husband

June 25 - June 27, 1999  
Lake Carlyle, IL

This regatta is hosted by Fleet 83 and the regatta chair is Felicia Bamer.

Please look for more information in future issues of *Scots'n Water*.

## 1999 North American Championship

July 24 - July 30, 1999  
Gulfport Yacht Club  
Gulfport, MS

This regatta is hosted by Fleet 79.

Please look for more information in future issues of *Scots'n Water*.

## 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.

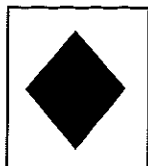
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If you have any suggestions or questions, please contact the Association office. ▲



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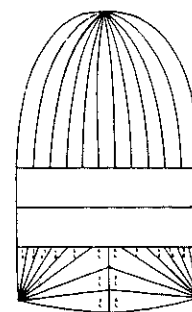
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# Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
<b>Capitol District</b>				
	B318	Ralph Arend	480 Wedgewood Road	Bethlehem, PA 18017
	2924	Richard Franz	4 Ridgeview Drive	Westminster, MD 21157
	B311	Neil D. Shepherd	1745 N. Troy Street, Apt. 433	Arlington, VA 22201
	B121	Gary Lee	12202 Timbercross Court	Richmond, VA 23233
155	4868	Berry & Kathy Fowler	2922 Ellesmere Drive	Midlothian, VA 23113
<b>Carolinas District</b>				
	4080	Harry Ballard	60 Lockport Court	Moneta, VA 24121
	3845	Wade B. McDonald	1417 Hannaford Road	Winston-Salem, NC 27103
	4645	William H. Lee	127 Weatherly Drive	Franklinville, NC 27248
	B317	Joseph Zintel	3140 Rutledge Manor Drive	Florence, SC 29532
78	3677	Ferrell Blount, III	1110 N. Memorial Drive	Greenville, SC 27834
<b>Greater NY District</b>				
	3976	William Halperin	134 D. Long Beach Blvd.	Loveladies, NJ 08008
	4924	Tim Brown	34 Harvest Lane	Medford, NJ 08055
	3926	Mike Boehl	PO Box 1246	Hampton Bays, NY 11946
162	B322	Mary Mease	PO Box 275	Ocean Gate, NJ 08740
175	4549	Arnold O. Ribbeck	201 East 79th St., #19D	New York, NY 10021
<b>Gulf District</b>				
	4697	Rory C. Hartley	1601 Shades Park Cv.	Birmingham, AL 35209
13	A282	Phil Dugan	5852 Northshore Dr.	Hixson, TN 37343
96	A396	Ewell Potts	393 Bellaire Dr.	New Orleans, LA 70124
<b>Michigan-Ontario District</b>				
	2985	Christine Redman-Witbrodt	405 Lingle Lane	Midland, MI 48640
<b>Midwestern District</b>				
	C2566	James Jenison	10112 Oglesby Drive	Evansville, IL 47720
	0907	Richard O'Connell	3845 South 83rd Street	Milwaukee, WI 53220
	5185	Charles Milley	5400 Lake Mendota Drive	Madison, WI 53705
135	B313	David Griffith	4645 Baker Woods Lane	Decatur, IL 62521
<b>New England District</b>				
	3844	Jack McCowan	4 Hemlock Drive	Hopkinton, MA 01748
	2563	Bill Sweeney	1122 Nantasket Avenue	Hull, MA 02045
	4436	Kambiz Moin	765 S. Main Street, #302	Manchester, NH 03102
	1833	Will Buchan	60 Sterling Ridge Road	Stowe, VT 05672
104	B125	Elizabeth Cowles	4 Hert Street	Burlington, VT 01803
124	0704	James & Judith Dinneen	121 Tobey Garden Street	Duxbury, MA 02332
<b>N.Y. Lakes District</b>				
	3209	Robert H. Axtell	PO Box 4044	Oswego, NY 13126
147	2181	Charlotte Minich	2460 West Blood Road	East Aurora, NY 14052
161	B321	Curtis Mills	127 Strawberry Hill Road	Gloversville, NY 12078
161	4874	Arnold Slaney	6 Leaward Way	Saratoga Springs, NY 12866
<b>Ohio District</b>				
	4440	Gerard S. Lucarelli	5530 Library Road, Apt. 301	Bethel Park, PA 15102
	1667	Doug & Sandy Essigner-Hileman	309 N. Main Street	Masonstown, PA 15461
	0760	Bill Garrard	209 Saint Pierre	Worthington, OH 43085
	3397	Victor Jochem	2235 Concord Village Drive	Columbus, OH 43220
	B319	Claudia Winowich	6802 Westview Drive	Brecksville, OH 44141
37	2626	Cameron M. Close	553 Clotts Road	Columbus, OH 43230
80	4114	Carl L. Suppo	904 Fayette Avenue	Belle Vernon, PA 15012
<b>Pacific District</b>				
40	1119	John Cecil Barnes	PO Box 376	Davenport, CA 95017
<b>Prairie District</b>				
	0395	Joseph & Jessica Gambino	PO Box 2133	Canon City, CO 81215
<b>Texas District</b>				
	2387	Mark Dreyfus	5902 Tumbling Circle	Austin, TX 78731
	2123	Charles Wieichowsky	7611 Lacy Hill	Houston, TX 77036
	B315	Jack Yves	26306 Lockhaven	Houston, TX 77062
<b>Florida District</b>				
6	4556	Ronn Downey	2489 Harbour Lane	Sanibel, FL 33957
131	0545	Kenneth T. Wilburn	2233 Barefoot Trace	Atlantic Beach, FL 32233
167	1061	Bob Harstad	1819 SW 22nd Street	Ft. Lauderdale, FL 33315
<b>New Members this report 61</b>				

# 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.*

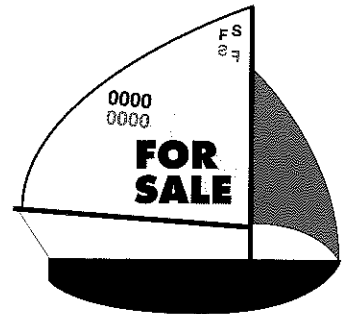
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FS 395- Douglass, yellow deck, black bottom, white hull with yellow stripe. Main, jib, spinnaker, motor mount, 3hp Johnson, tilt-trailer with spare, net storage, flotation. Carved teak center-board cap. "Miss Sunbeam". Ten year sailing log with maintenance history. Excellent! \$4900. Located in Canon City, CO. Contact Joseph Gambino at (710) 276-1673.

FS 344- Great condition, Douglass, white hull with light blue deck. Full set of sails, race ready with Harken blocks and blue boat cover. Tee-Neeroad trailer with new tires. Sailed in Cincinnati, Ohio area. \$3900. Contact Stephan at (513) 232-8960 or email: syovan@vnet.ibm.com.

FS 4285- Douglass built, white hull full of fun. Schurr sails with spinnaker, TeeNee trailer, Sailmaster motor makes this a complete package for \$3750. Without motor. \$3500. Contact Alan Bream at (804) 975-2098 or email: impy@mindspring.com.

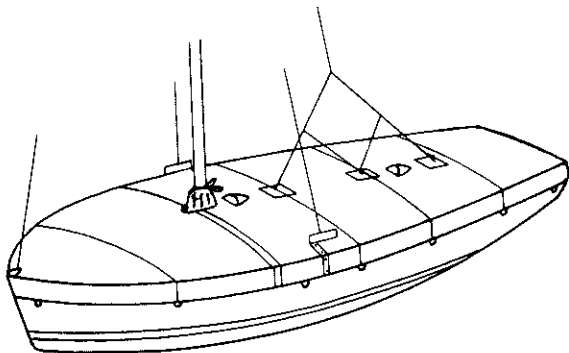
FS 4354- Douglass, white hull and deck with blue stripe. Race rigged, dry sailed. Schurr main and jib, spinnaker used three times. TeeNee galvanized trailer, full mooring cover, motor mount, Sea Gull motor, lifting bridle, anchor and more. Excellent condition. \$5200. Located in S.E. Pennsylvania. Contact



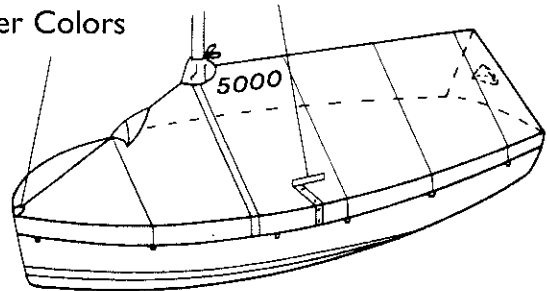
Paul at (215) 542-8576 or email: pbrown4940@aol.com.

FS 4461- Douglass built, "Risher Grey" hull, white deck and stripe, nicely rigged and race equipped. TeeNee trailer with spare, two sets of sails (Schurr and North), spinnaker (North), pole, full mooring cover, bow flotation bag, Plastimo Tactical compass, anchor, lifting bridle. Dry sailed and covered. \$5800. Located in Erie, PA. Contact John Dauber at (814) 833-0064 or e-mail: joda@erie.net.

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	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
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	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	

### S & H CHARGES:

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\*Add Shipping & Handling (S&H)

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