

Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 46 NUMBER 5 2002

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The Future



The Present



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Scots 'n Water

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Letter to the Editor

DEAR LYNNE:

I am following up on your column in the Vol.45, #5 issue of *Scots'n Water*. I have been a Flying Scot sailor for over twenty years. During this time, even though I have sampled racing a few times, I am a dedicated "chase the wind day sailor". Articles on day sailing and related activities would definitely be of interest to me. I also understand the challenge of getting material regarding day sailing activities. See *Scots'n Water* Vol.45, #4, page 4 to get the opinion of another Flying Scot day sailor. Based on current boat numbers approximately 5500 Scots have been built. From a count of the roster it appears that FSSA has about 1500 members. Allowing for a few boats that may have expired, over 3000 Flying Scot owners remain who do not participate in FSSA. It seems to me that this represents a large number of Scot "day sailors" who might have an interest in the following:

1. A regular column in *Scots'n Water* to focus on sailing sites that are not part of established sailing or yacht clubs. The article in *Scots'n Water* Vol.45, #5, page 9 is a good example. I can contribute two or three myself. The Scot is such an easy boat to trailer, rig and launch, it lends itself well to exploring new sailing sites.
2. Organized activities not too different from the racing regatta but replace racing with day sailing and keep the camaraderie, cookouts, etc. I have read that Mike Palm has, or is, organizing a cruise in the Key West area but have no information on the details or success of the outing.

I believe that there is a big opportunity for FSSA to meet the needs of the "day sailor" and in return gain additional membership. We currently live in Savannah, GA and are somewhat out of the mainstream with no active fleet nearby. Day sailing activities may have

been tried before with no success. However, I am not convinced that with a significant sustained effort, this type of program can succeed. I would be more than willing to participate in whatever way I can to make something happen.

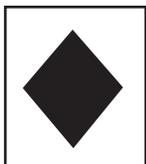
Sincerely,
Tom Fischer, FS 5434

DEAR TOM,

Thank you for your letter and support. Your suggestions are wonderful!! I would hope that more people would write or email to get a column going. Look in this issue for an update from Mike Palm regarding a cruise. I look forward to seeing your first article and hope others will join you to share some of the experiences they have had. I'll bet Savannah is a wonderful place to sail...

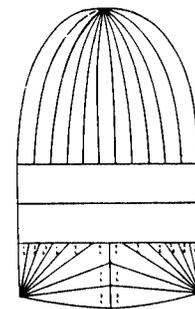
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A Look Back

In a letter to C.W. Evanson on October 6, 1958 Sandy Douglass stated,

"My new shop has had to be outfitted and new equipment bought. The design had to be lofted and a mold built. I will start construction tomorrow, everything now being ready. I am proceeding. I could ill afford a failure for reasons other than just the loss of the cost of the operation. Here is where a man has to make his decision and rely on his judgement. I believe there is a market for a new class of boat; and having sounded out many sailors in various parts of the country, I believe I know what is wanted. I believe my FLYING SCOT will be a good boat and that she will fill the bill. All that remains is to build her to see if she fulfills my estimate of her and then to let others try her. Frankly, I have been well pleased at the interest created by just a description of her.

I hope to have her sailing by Thanksgiving, and expect to publish her lines and story this winter. Pretty soon I should start looking into yards for building her as well as into domestic yards for fibre-glassing her. First of all, we must sail her so that we can know what we are talking about. I still am an adherent to the better Mousetrap theory, along with plenty of promotion and publicity.

My only objection to the idea of the keel model comes from the thought that there are times when it is not the best policy to try to be all things to all men. Is the boat to be sold as a day sailer without much thought to the formation of a strong racing class? Or is she intended primarily to become an organized class, and will this added impetus more than compensate for the loss



Sandy Douglass

of the orders to those who might have bought the keel model? Many sailors would not be interested in a new class if they thought she might have several models, if she were not one-design. It is anyone's guess which is better, but it seems to me that the best success has come from boats which stick pretty close to the one-design. It also seems to me that there are many more centerboard boats than keel boats and that the market is greater for centerboarders, even though there is a definite market for a light keel boat. Perhaps I am just lazy, but the work of handling a keel boat, of launching and haul-out, unless you can have a good hoist at hand - is too great for the slight gain.

It also seems to me that the classes which have had the greatest success and the longest life, in general have been those which have had plenty of canvas to make them interesting to sail in light weather and thrilling in heavy weather, such as the Scows, Stars, Int. 14's and Thistles. Even the lighting is over-canvased by some standard, but I think she could carry more, her working sails do not match her big spinnaker for sporty sailing."

Thus, the thoughts behind the birth of the FLYING SCOT.

Now 45 years later, the boat and the Class Association are going strong and have maintained an excellent reputation. The boat's attributes have been hailed in many national magazines, such as *Sail* and *Sailing World*, over the years. This national attention has helped to draw attention to the versatility of the Flying Scot. People purchasing boats today are finding the Flying Scot an excellent boat for daysailing and even cruising, with the added advantage of a strong racing one design group. There are literally thousands of local regattas each year from California to New York, Canada to the Keys. The Annual Midwinters Regatta, held in Panama City, Florida hosts an average of 70 boats, the Nationals, which is held annually in a different region in the U.S. averages 75 boats and the Wife/Husband Regatta which is only 10 years old, draws upwards of 65 boats.

How did all this come about in the last forty-five years? Let's look at the entire history.

From Sandy, "The autumn of 1956 passed quickly as I worked to run the lines, build the molds and finally the wooden prototype which I would use for testing and later as a plug for building the fiberglass molds. I completed the boat late in December and right after Christmas we headed south for trials.

Would she perform as I had expected? Would she prove to be good enough to warrant being put into production?

To my great relief she came up to expectations in nearly every way. I had built her with a 250-pound centerboard to make her self-righting but found that much weight to be unnecessary for stability as well as undesirable in other ways. (Aren't we glad I cut the weight down to 100 pounds?) I also soon found that while the seats kept out the spray, they also

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held quite a puddle of water and that drains were most desirable.

Following the trials, I was confident enough of her potential that I announced the new design in the January, 1957 issue of *Yachting* magazine.

In June, 1957, Eric Ammann joined the company. A graduate of the University of Montana in forestry, Eric worked for a big lumber company in Cleveland. Eric had heard about me and my new boat and, not liking his job, was considering a change. Eric knew nothing about fiberglass and little about boats, but we liked each other and Eric came to work for me. He soon became my invaluable assistant."

"You potential owners have some terrific thrills in store...the biggest is delivery time! Oh boy!"

Those words, written by Russ Stinchcomb of Newton Falls, Ohio, in December, 1958 characterize the initial enthusiasm of the pioneer Scot sailors that helped to build not only the Flying Scot as a one-design Class, but the Flying Scot Sailing Association, as well. Much of the early history of the Class has faded from memory, never been written, or has been lost. What remains, however, tells a great deal of what went through people's minds as they began the Association to which we all belong. And what remains explains why both the Scot, and the Association have taken their place in the forefront of one-design sailing.

Having been a member of several classes in the past, our designer Sandy Douglass saw the need to develop a strong Class Association. Knowing the Association must be strong and have a clear sense of purpose right from the beginning, he felt that the governing bodies of his earlier designed Thistle and Highlander had let the Class stray too far from its original course and that, eventually, it would cause great problems. Thus, when the original 40 orders for Flying Scots were filled in the summer of 1958, giving Sandy both time to take a breath and the belief that this newborn was going to survive after all (40 more were on order), he encouraged several members to meet with him for the purpose of creating an association to foster Flying Scots and Flying Scot sailing.

An interested group of new owners met in November, 1959, in Mansfield, Ohio for

the purpose of creating an Association. What to call it? Bob Greening, who had just convinced his Detroit Edison Boat Club to purchase Scots as a replacement for their Club Cats, argued for Flying Scot Association. Bob recalls, "It was rejected because at the time there was a popular outboard motor called the Flying Scott and the members feared that our Association might attract outboard motor owners!" The group expanded on Bob's idea, calling itself the Flying Scot Sailing Association.

The Steering Committee then determined that a constitution was necessary. Sandy brought along several, including that of the Lightning Class. Theirs had been based on that of the earlier Star Class. With the necessary modifications made, the Class adopted the Lightning's format. We thus owe a debt of thanks to both the Lightning and Star Classes.

Finally, an election of officers was held so that the Association could conduct business and move forward. Truman Clark was elected our first President, with Bob Meese as Secretary-Treasurer, and Bob Schneider the Measurer. The Executive Committee was expanded in December to include Bob Greening as Detroit Representative, John Dayton as Eastern Seaboard Representative, and John Lacey as our Chicago Area Representative. The birth was completed.

Like the Class, the publication needed a name. How best to do it? The first editor, Secretary Bob Meese, called on members for their suggestions. A contest was run and the various submissions were tried each month for seven successive issues of the one-page, 11x14", mimeographed newsletter. The names tried (in order) were: *Plane Talk*, *Scot-Tiebut*, *Scot-Issue*, *The Pibroch*, *Scots 'n Water*, *The Mast Head*, and *Undecided*. The name *Scots 'n Water* was selected and published with a very attractive masthead on the July, 1959 issue. The magazine notes that "the suggestion came in from V.W. Knerson, FS 58, as 'Scots n'Soda' - we changed it to suit our tastes."

The publication's name was eventually registered as Trademark #765924 in April, 1964. Class member G. Kendall Parmalee was an expert in such matters and handled the process for the Class.

Scots 'n Water reflected the early years of the Class well by promoting and encouraging the boat and the Class, printing names and addresses of new

members, helpful hints, and Class business. One early promotion touted the 'international' flavor of the Flying Scot with Major Gene Erickson's report that he had been cruising FS 31, his "dream boat" over the Nicaraguan waters "filled with naught but ancient commercial buckets."

Class business took the form of soliciting comments, ideas, and help as well as membership. The December, 1958 issue - the second ever published - explained the difference between Active and Associate Members and said, "We are now in a receptive mood for 1959 memberships as we anticipate some expense in the continued publication of this item plus preparations for the 1959 National Regatta. May we suggest that all owners should become Active Members and many of you skipper may want to register your crews as Associate Members. All it takes is a check payable to F.S.S.A. Are we getting through?"

The dues were a whopping \$5.00 for Active Members and \$2.00 for Associate Members. The call for funds must have been successful as the next month's issue reported 28 Active and 10 Associate members. Within two months the Class had 55 members. It may be reassuring to today's officers to know that the Class had a long and historic need to ask for money!

As members joined, fleets were chartered. The first four assigned in December, 1958 were: #1, Cowan Lake, Ohio; #2, Leatherlips YC, Columbus, Ohio; #3, Sheridan Shores YC, Wilmette, Illinois; and #4, Mansfield Sailing Club, Mansfield, Ohio. Fleet growth was rapid with nearly every early issue saluting a new fleet or two.

Keeping the Class as one-design as possible was Sandy's strongest and clearest goal. To that end, Registration and Measurement Certificates were drafted early on and were to be forwarded to members as soon as possible by the Executive Committee.

Further, Sandy Douglass reported in the January, 1959 issue that discussions with several sailmakers had produced the final figures for the official sail plan. Measurer Bob Schneider was to re-draft the plan, which would then become part of the official specifications. Due to the lateness of this process, however, Measurer Schneider felt compelled to tolerate some minor variances in the

early sails when they were measured for the first time at the 1959 Championship.

The Class's reliance on regattas as a method of pulling the members together was evidenced early. The very first regatta notice was that of a national championship to be held on Clear Fork Lake, Mansfield, Ohio, in late August, 1959. This offer was extended at the Steering Committee meeting in November, 1958 and Bob Greening recalls that it was granted to Mansfield because the lake was small and everyone knew that future championships would be larger, necessitating a bigger body of water, making this perhaps Mansfield's best chance for a national regatta.

The first local regatta notice was an invitation by Bob Greening: "The Edison Boat Club, Detroit, Michigan, extends an invitation to Flying Scot owners to compete in races at EBC." Two other notices in that January, 1959 issue were for the Ohio Interlake Yachting Association's annual Put-In-Bay, Ohio regatta on August 10-12, 1959.

The first regatta report ever was that of the Atwood Lake regatta. The eleven boat field was led by Ted Beach (FS 10), Dick Peake (FS 18), and Tru Clark (FS 55). It was one of not too many Scot regattas that Sandy was not to win, as he finished 5th in the fleet.

The first national championship attracted 32 boats to Clear Fork Lake for a regatta that featured great excitement and revelry centered around two days of light air racing. Sandy showed his light air mastery besting the fleet with Dick Tappan of the local fleet second and Detroit Bob Greening third. The Scots 'n Water story summarized:

"Many interesting stories go untold. The air was generally flat - the food was generally good - the booze was generally wet. We have a wonderful group of people sailing Scots, and judging from the many comments and letters, we feel sure that all who attended had a swell time. Now, let's think about next year and see who can knock off the old Master."

The very first Annual Meeting was held that Saturday evening with 155 skippers, crews, and guests in attendance. The first election of officers saw Jack Beierwaltes become President, Charles Silsbee become Secretary-Treasurer and Bob Greening, Albert Bigelow, and Hank Cooper elected as Vice-Presidents. Tru Clark was named Commodore and Bob

Schneider remained as Measurer. Officers were to be elected annually with generally a one year term of office planned.

Helpful hints were part of the earliest issues of the newsletter. The first ever was submitted by Julius Blankstein for



Eric Ammann

the February, 1959 issue and explained how he solved the vexing problem of holding on to the tiller when one wanted to sit in the back of the boat and not hold the tiller extension provided.

It may relieve past, present, and future editors to know that obtaining material for the newsletter was a problem even then. The first 'article call' was published that same issue and asked: "Who wants to contribute a short treatise on the technique of how to make a Scot plane?" It appears the call went unanswered as a search of the next nine issues showed no such 'treatise'. In fact, a few years later Sandy, himself - perhaps weary from writing most of the articles - offered a free Scottish 'bonnet' to anyone who sent in an article. We're not sure if even that helped!

Pictures, too, were a problem to obtain. Though the earliest newsletters did not have the ability to publish them, later ones did. With few available, one editor solicited a spinnaker from a sailmaker and offered it as first prize for the best picture submitted. The prize was won by Jack Beierwaltes and was used in Flying Scot promotional material for many years.

In the early 60's Sandy and Eric logged a lot of miles delivering boats to the east half of the United States. The Detroit Yacht Club had decided to use the Flying Scot as a Club boat and in the national advertising promotion to introduce the 1961 Buick, Flying Scots were in the large magazine ads. Interest in the boat

and the Class was very rewarding to Sandy and Eric. The members of the Gulf Yachting Association chose the Flying Scot as their club boat...to teach juniors sailing and to race. A midwinter meeting of FSSA started and the first several of these in the 60's were held in New York. These were meetings... not any sailing. The location was changed to Ft. Myers, Florida and then to the present site of Panama City, Florida.

The 60's rolled into the 70's and changes were in the wind. In 1971, Gordon K. "Sandy" Douglass, boat designer and builder, retired. He and his wife Mary, who was his business partner and his favorite crew, sold the business to Eric and Mary Ammann, thus keeping it "in the family". The boat company and manufacturing plant were, at this time located in an old car dealership in Oakland, Maryland. The transition went very smoothly...Flying Scots were in great demand.

Eric and Mary oversaw the building of a new large customized building just outside of Oakland, in Deer Park in the year 1975. At about this time they were able to hire a young college student they knew to teach sailing lessons and do some racing of the boats they were manufacturing. His name was Harry Carpenter. The new plant was located adjacent to a small cemetery where unlike earlier neighbors, Eric reported that the residents are "quiet and don't mind the noise."

More fleets were being given charters, Districts were formed. The boat was getting a lot of publicity from *Sailing World*, *American Sailor*, *Yachting*, *Sailing Magazine* and other national publications. Word was spreading what a great boat the Flying Scot was for both daysailors and racers. It was possible to do BOTH in this wonderful boat!

Gordon Douglass Boat Company employed between 10 to 12 people, including Mary Ammann who ran the office and business end of the operation. Harry Carpenter came aboard full time after graduating from college in 1978. The new boat market was thriving and the used market was getting more active as people came back to the plant to purchase new boats. On to the next decade full steam ahead.

The 80's (please forgive me in advance) proved to be smooth sailing...Harry

Continued on page 8

Carpenter married Karen, an emergency room nurse, in 1981, which provided him with a wonderful wife and the Gordon Douglass Boat Company a part time helper. Karen helped out in the office and crewed with Harry at many regattas. About this time John Clickener also joined the fleet of workers in Deer Park.

In 1982, the 25th Anniversary Regatta was held at Cowan Lake, Ohio, home of Fleet 1. This year also brought controversy over rigging. The adopted rigging amendment preserved the one-design principle, to Sandy's satisfaction. Yes, Sandy was still very active in the Flying Scot Association. His strict ideas on one-design were what had made the Class what it was.

In 1983, measurement certificates, a boon at the NAC's, were first issued. The editor of *Scots 'n Water* was calling for articles and pictures as we always do.

Boat number 1 was located and restored to winning shape in 1983 and sailed competitively by Harry Carpenter at the helm. Also that year, a Utah builder, West Scot, was licensed to produce Flying Scot boats since there was quite a movement west.

The prototype wooden Scot number 0 emerged, still sailing, much to Sandy's amazement in 1984. 1986 Bob Vance, past president, started the successful charter cruises for Scoters, ranging as far as Turkey and Australia. Scot sailors, led by Marc Eagan, took national championships of USYRU in Mallory and Hinman competitions.

The 30th Anniversary of the Flying Scot in 1987 brought 72 skippers to sail and many others to watch the heavy air, 5 race regatta. It might have been the only time a Scot was capsized twice in one race... Sandy Douglass was gracious in signing his autobiographical, just published "Sixty Years Behind the Mast." It was the first time that a division was created for wife/husbands sailing. This division was so popular that an entire regatta has been held each year since with a very large turnout.

The 90's came in with a sad note, the sudden death of our great Executive Secretary, Ed Eubanks. We are grateful that his widow, MaryAnn Crews has carried on at Association headquarters in Columbia, SC. The Association office

handles all of the needs of the Flying Scot Sailing Association members from connecting you to the sailors closest to you, collecting the dues, maintaining mailing lists, contacting advertisers to get supplies, and selling merchandise with the Flying Scot logo, to printing the magazine *Scots n' Water*. The Association staff has done a superb job over the years.

The year 1991 brought yet another change in the boat company. Eric and Mary Ammann retired to travel and they sold the company to Harry and Karen Carpenter... once again keeping it "in the family." The name of the company also changed to Flying Scot Inc. Harry was quoted at that time as "while the retirement of Eric and Mary and the dissolution of the Gordon Douglass Boat Co., Inc. is a notable landmark in the history of the Flying Scot, it is not a turning point. We have spent too much time with Sandy and Mary Douglass, and Eric and Mary Ammann to contemplate radical changes to the business practice. The philosophy and operation will continue in the same tradition established over the past 34 years. Flying Scot, Inc. will continue to strive toward building the best boat possible and providing prompt, personal service." This has proved to be the case since Harry and Karen took over the helm of Flying Scots Inc. The service, and commitment to their clients has been excellent.

They have made many helpful products available to Scot owners from swimming ladders to motor brackets and stainless steel sleeves for a mast. They have also introduced in their constant endeavors to improve the Flying Scot, transom ports and bow buoyancy bags. The boat numbers at this time are up to #5424.

In 1995, Flying Scot President, Dave Jacobsen and John Pridemore were very instrumental in showcasing the Flying Scot to the organizers of the Special Olympics. Our boat was selected and the sailing event of the Special Olympics went exceptionally well. Bill Koch, Dave Delenbaugh, and many notable sailors helped the special kids really enjoy the event. Three fleets were formed in California in 1995 which is a healthy move west. Also, that year, our own Harry Carpenter was presented with the *US Sailing Sportsmanship Award*.

Both 1996 and 1997 were great years for the Flying Scot. The interest in sailing by women has grown by leaps and

bounds. That year's Adams Cup, which is the North American Women's Sailing Nationals, was sailed in Flying Scots in New Orleans. The Women's Flying Scot National, which is held the weekend before the NAC's is a steadily growing event as is women skippering in their local, district and national regattas. They are taking home a lot of silver.

The year 1996 was the year Flying Scots joined the rest of the world on the Internet. The web site <http://www.fssa.com> tells all about the boats, has regatta notices and regatta results. It is updated twice a month with new information including boats for sale, officers, republished articles of *Scots n' Water* and many more details. Visit the site often to see what's happening within the organization. It is also possible to send articles and notices to the Association by way of email.

In the last two years as editor, I have noticed much more input and articles from daysailors and/or cruisers. This group makes up more than half of Flying Scot owners. Perhaps a jamboree of Flying Scot owners could be in the future.

In this, the 45th Anniversary of the Flying Scot, I see a past that has been committed to Sandy Douglass' ideas... a strong boat with a strong Class Association that can provide many years of sailing enjoyment. She is a well built, strong boat, that is beautiful as well. Since 1957 to the present, the steady growth of this outstanding one-design boat and Class has been the life blood of the early pioneers. We are now into another millennium. We are grateful to the pioneers for all their work and we will strive to carry on. It is impossible to mention all the stalwart Scot sailors who have been the backbone of the Class. Within FSSA, the united efforts of thousands of members have meant continuing success and growth while other Classes fall way. The tradition continues, with adherence to the principals that we have had for 45 years; an active members' Association in conjunction with a builder of integrity, both of which are devoted to keeping the vital character of Sandy's design.

Many thanks to Pat Berry, Former Editor of Scots 'n Water and first historian of FSSA, Hal Walker, past President, Sandy Douglass, Harry & Karen Carpenter plus numerous editors and writers who have contributed to this article.

Meet Harry Carpenter

by Charles and Sarah Buffington, FS 5347

Barbara Griffin, Ohio District Governor, asked us to interview the Flying Scot builder, Harry Carpenter, for *Scots'n Water*. Those of us who sail at Deep Creek Lake have the privilege of knowing Harry well, and Barb thought others might like a closer look. So, we met Harry at his home on an August evening in 2002, had a glass of wine, and let the questions fly:

First, the biographical information. Harry Ellis Carpenter was born in the North Hills of Pittsburgh in 1956, to Vernon and Margaret Carpenter. He was the middle child between older brother, Jack, and younger sister, Sally. He attended Shaler High School where he liked math (especially geometry) best and English least. Diagramming sentences was way down on the list. The Carpenters bought a cottage at Deep Creek Lake in 1965.

SnW: What was your first sailing experience?

H: The first time I went sailing was with our neighbor at the lake. He had a sailing kayak that had lee boards and had two sails. He took Jack and me for a sail across the lake and back. I don't know what it was about that experience, but the next day I sat on the dock all day long, hoping that he would ask me to go again. I was eleven.

SnW: How did you and Jack start racing?

H: I started racing in the Rebel fleet with Bill Cook and Jack crewed for Charlie Morris who owned a Flying Scot. We also crewed a little with Don Griffin on his Snipe. Later that summer (1971), we bought a new Scot that had been damaged slightly but was in the boat company basement ready to go. Her hull number was 1987. The next summer, we sailed in the B fleet until the Fourth of July, and then moved up to the A fleet. We

won the Commodore's cup that Fall. We would spend all day, every day, on the water. We'd sail upwind to one end of the lake, put up the chute, sail down and then start all over again.

SnW: How did you learn to sail fast?

H: I think it's the broad base of experience that I've had. When you go off the lake to events like the NAC, it's a different feel and a different level of competition.



They jump right on you when you make a mistake. I try to learn something from every place I go.

SnW: Educational background?

H: I went to Grove City College in Pennsylvania. I majored in accounting, which some people find amazing for a boat builder. The design work was all done by Gordon Douglass and I couldn't even think of improving it. It amazes me what a good job he did with the Flying Scot. My accounting background helps me with all aspects of the business, from manufacturing to management to marketing. I'm always wearing a different hat, and an accounting background helps.

SnW: What were your early roles with the Boat Company?

H: I taught sailing and worked for Eric Amman during the summers in college, so Eric asked me if I was interested in a full time job. I started working with Eric the day after I graduated from college without as much as a job interview. It is one of those things. You think: 'Boy, for a couple of years that would be a really fun thing to do.' My job was to go to the regattas and promote the boat.

SnW: Do you have a favorite story about Sandy Douglass?

H: I think about when Jack and I bought our first Scot, we called Sandy and told him that there must be something wrong with the boat because it was heeling too much. Sandy didn't call us idiots or anything, but came and sailed with us one weekend and taught us to keep the boat level. I wonder how I would respond to that kind of complaint today.

SnW: Do you have a favorite story about Eric Amman?

H: In many ways he is like a father to me. He is forever the optimist: everyone he ever meets is going to buy a boat. He would try to sell a Flying Scot to the custodian at the boat show. It was almost like church sometimes at the boat shows, he would be standing in the cockpit leaning on the boom, and there would be a crowd of people around him listening. Eric would talk continuously as long as there was someone standing there to listen.

SnW: Why is the Flying Scot so successful?

H: I think it has to be the design. It's not the fastest boat you're going to find and it's not the most comfortable, but it's a complete package. It was a real departure for Douglass to design the Scot,

because the Thistle certainly has a lot larger sail area to weight ratio. I think he wanted to tap the market for a small boat that you don't need to be an acrobat to sail. Now, we're selling boats to baby boomers with some previous sailing experience who want to go out and compete and yet be comfortable.

SnW: Is the "one-design" aspect of the Flying Scot important?

H: It's huge, especially for racing sailors, but day sailors benefit as well because it protects the resale value of the boats. It's hard to maintain a one-design class, because classes gravitate toward more complexity as people keep looking for that edge.

SnW: Is it important to have a strong national organization?

H: Extremely! You can't have a strong one-design class without having a strong national organization, because they maintain the rules that preserve the one-design. Look at the Rhodes 19; they have a very weak national organization and the builder just keeps making changes to the boat: the masts are different, the hulls are different, and the old boats aren't competitive.

SnW: Why do you think FSSA is losing members?

H: I think it's mostly a general decline in the interest in one-design sailing. We also have a lot of people sailing Scots who aren't FSSA members and don't understand the importance of supporting the class. Without a strong national organiza-

tion, the one-design won't last very long and the boats will get out of control, given the way people are modifying them.

SnW: What's the best part of your job?

H: It's getting to travel to regattas and meeting the wonderful people who sail Flying Scots. I love sailboat racing, too. It's rare that a job involves something we love to do. I am very blessed.

SnW: What's the worst?

H: Boat shows. Standing there for 12 hours talking to people about the boat and hoping that they're going to order one. The days get to be very long, especially the weekdays.

SnW: Tell us about your most frightening sailing experience!

H: It had to be the Wife-Husband championship in Dallas when we had a 60 mile-an-hour squall blow through, lightning popping all around. We were going downwind on bare poles, almost on a plane with the anchor surfing along behind us. And it rained. We had 8 inches of water in the boat after a 20-minute rain. Karen and I were sitting there saying: 'I don't know how this is going to turn out, but it doesn't look real good right now. Well, if this is it, it's been really nice.' It was a micro burst and 16 of 24 boats capsized.

SnW: What's your favorite body of water for FS sailing?

H: You are always partial to your home port, and Deep Creek Lake has a lot of fond memories for me. It's not the favorite of a lot of people because of the shifty winds. My other favorite place is Lake Norman. It's a great facility with lots of active Scot sailors in the club.

SnW: Is sun protection an important issue for sailors?

H: I think it's an important issue for everyone, not just for sailors. Obviously, being a sailor you are exposed to the sun a lot more than the average individual, so you need to really stay covered up. The folks out at John Wayne Cancer Institute say that the term 'a healthy tan' is an oxymoron. If you're tanned, it's because your skin has been damaged. The incidence of melanoma is increasing in the population faster than most if not all cancers.

SnW: How did you meet your wife, Karen?

H: Karen was crewing for a doctor from Chambersburg and came to the Invitational Regatta at Deep Creek two years in a row. That's how I met her. I met her again at a regatta at Smith Mountain Lake. We started dating, long distance. I should have bought stock in AT&T.

SnW: Tell us a bit about your children, Carrie (a Junior at James Madison) and Jimmy (a Freshman at Virginia Tech).

H: They've been sailing with us since before they were born. The thing that I always did with the kids is, I never forced them to go sailing with me, but anytime they asked me I always took them. I think kids like it better if it's something they do with their parents. This may be part of what we're missing with our junior sailing programs, in that there's not that bond with their parents. My kids have always enjoyed sailing. It's a nice opportunity to spend some one-on-one time with them, not only in the boat, but going to and coming back from regattas.

SnW: Do you have any hobbies that are not related to sailing?

H: I enjoy the computer, and a lot of that is sailing related. Bringing new projects around like the web site that hadn't been there 5 years ago.

SnW: Do you have any nicknames you can share with us?

H: Not really. My nickname in college was "H", but no one uses that anymore. Carrie and some of the kids in the sailing school call me "The Buddha of Boating".

SnW: And your favorite food?

H: Chocolate chip cookies!

SnW: Does religion play a big role in your life?

H: Very much so. I'm very active in the Lutheran Church here in Oakland. I think it's impossible to know where you are in life without God. Being involved with the church takes up more of my time than anything else besides family and the business.

SnW: Thanks for talking with us.

Footnote: Harry Carpenter is the recipient of the US Sailing's National Sportsmanship Award for 1995.

45 Years of Flying Scot Growth	
FS 1.....	1957
FS 100.....	1959
FS 500.....	1963
FS 1000.....	1966
FS 2000.....	1971
FS 3000.....	1977
FS 4000.....	1984
FS 4380.....	1987
FS 5225.....	1997
FS 5424	2002

44 North American Championships? Why?

by Don Hott, FS3209

Why would anyone spend their last 44 annual vacations competing in sailing regattas when they have absolutely no chance of winning? Most of the time now, I come in dead last, and that's O.K. too. At 83 years old, there would be something wrong with the system if I could win. My wife encourages me. She has been my crew for the last 25 of these regattas, and we have had fun. Question: How did this all happen?

I bought my first Scot in 1958, No. 29. I didn't know much of anything about sailing, and since I had the only Scot on Deep Creek Lake, I had to sail with the Thistles. I had a Norwegian as my skipper. I wasn't smart enough to sail a big Scot among all of those wooden Thistles. The next year, Sandy

Douglass, who had designed and built the Scot, was sailing on our lake and there were more Scots, so we had our own race. When the first North American Championship was announced for Mansfield, Ohio, in 1959, Sandy wanted to get as many Scots as possible sailing, so he talked me into towing my boat out to Ohio and entering the regatta.

Well, in the first race of the three-race regatta, Sandy didn't consider me any threat to his winning, so he was covering some other boats that were more of a challenge to him. I was way off by myself on the last leg when suddenly I was on the favored end of a big shift, and when I

crossed the finish line, the gun fired. The next morning, the local paper had as a headline "HOTT LEADS THE SCOTS". I loved it.

When the second nationals were announced, I decided to go. I had met so



many very wonderful people sailing Scots that I wanted to go back to renew old acquaintances and to make new friends. That has really been my motivation for all these years of attending nationals, to renew old friendships and to make new friends, and, incidentally, to sail with some of the finest sailors in the country and to sail on waters which are different from Deep Creek Lake.

From my experiences in sailing on many different waters, like other inland lakes, the Great Lakes, the Atlantic Ocean, and the Gulf of Mexico, I finally had nerve enough to try bare boat chartering, and that has been a wonderful

experience. I've chartered with the family on the Chesapeake Bay, in the Caribbean more times than I can remember, in Greece, in Australia, in Thailand and twice in Turkey. We have a charter in Saint Martins for next spring, the whole

family. Some of our cruises were promoted by former FSSA President Bob Vance, and were of the flotilla type, with most of the sailors being Scoters. We have had so much fun, and all because a friend of mine sold me a very small sailboat and then taught me to sail.

If you have a Scot, and don't sail it very much, start sailing. It's a great sport. If you don't race it, start. You will meet the greatest people.

If you get the opportunity to charter, take it. There are

wonderful places in the world to see, some only by sea. If you have never participated in a Flying Scot North American Championship, think about it. I guarantee that you will find it an interesting week, and you will meet great people. I think it would be wonderful if someone would promote bare boat cruises again for Scot sailors. They are so much fun. After 83 years, my very best memories have to do with sailing and my sailing friends.

Editor's Note: Don Hott is the only person who has competed in all 44 NACs.

Keep Your Focus Where it Needs to Be...

Sailing Fast in the Right Direction!



The Flying Scot is a strict one-design class. The rules work very well controlling the important factors affecting the speed of the boat through the water. There are only a few things we can do to get around the course faster.

- Use rigging and control systems that allow more efficient boat handling by your crew.
- Use compasses that are easy to read and helpful when making tactical decisions.
- Provide convenience and safety items that improve comfort of the crew.

Keep the crew comfortable, give them systems to make their job easier and they can focus on making the boat go fast in the right direction. A winning strategy!

The boat shown is a composite of many ideas gleaned from Scot sailors over the years and some new ideas from the recent NACs in Pensacola.

Sailing fast in the right direction is a lot easier with the Tacktick Micro digital compass - The best digital compass on the market and it's simple to use, easy to read, solar powered, waterproof and portable.

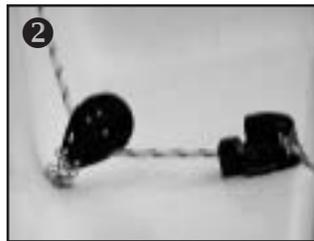
Holding power on the jib sheets seemed to be an issue at the NACs this year. The small amount of wrap on the ratchet on the track gives limited holding power when used with cleats on the seat. I saw a variety of methods used to increase holding power, some with pretty tortuous paths. The solution shown mounts Harkens Carbo Ratchamatic® blocks on the seats along with the cleats. This increases the wrap to nearly 90° increasing holding power significantly.

Ratchamatics® provide an added benefit. They are spring loaded and the ratchets only engage when loaded up and then free wheel when the sheet is released. They are great for all ratchet applications on the Scot including the spinnaker. My daughter loves the Ratchamatics® along with the new lightweight Maffiola spinnaker sheets weighing in at ~1.2lbs./pair.

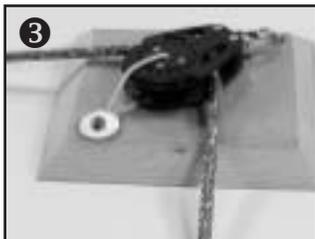
Sailordave
Dave Batchelor



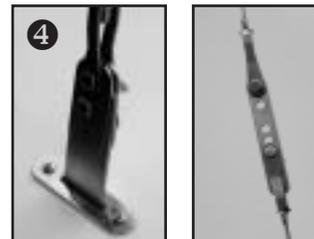
Micro Compass
T061 Tacktick Micro **\$349.60**



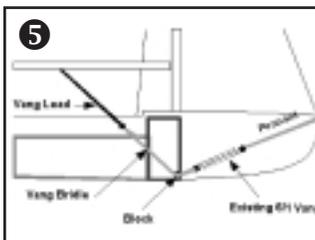
Jib Ratchets
H2625 Ratchamatic **\$54.40**
H238 Cleat w/bulls eye **\$32.70**
H328 Roller Cam Fairleads **\$ 8.15**



Spinnaker Gear
H2625 Ratchamatic **\$54.40**
FSTSP Tapered spinnaker pole **\$149.99**
MAF316 Maffiola spin sheets 3/16 **\$0.63/ft**
MAF14 Maffiola spin sheets 1/4 **\$0.86/ft**



Tight Rig Kit
LL8020 Complete tight rig kit **\$39.95**
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Scot Tales

Pat Manicchia
Fleet 23, Boat #5060
Corinthian Sailing Club



I've sailed a lot of boats and have been in many classes and the Flying Scot is the best...I'm done trying the rest. We sail year round on White Rock Lake, in the heart of Dallas.

I've made many friends and had great times. My son, who now is a Navy F-18 driver, always looks forward to sailing any Regatta he can in Scots.

The boat is so well made, thanks to Harry and Karen Carpenter, and the class is very friendly, but strict in adhering to one design the way Sandy Douglass intended. All the boats, new and old are very competitive, easy to sail comfortably, take minimal maintenance as well as maximum punishment.

The only complaint I have is that you can't play golf and sail at the same time...or maybe.....

Glenn Shaffer
Fleet 162, Boat #5213
Toms River YC, NJ



Happy Anniversary! My Flying Scot life started 15 years ago while walking around a boat show. I saw a boat I thought looked pretty classy and interesting to sail. I

was new to sailing and met Ethel and Ralph Manre, who were the FS representatives. It was in their spirit of having a family oriented boat that I bought the Scot and started to race with my wife and

daughter as crew. It took us a couple of years, but we finally won our first race, but more importantly, our involvement within the Association and sailing the Scot helped to change many things about our lives, where we live, what we do and our friends. It's been a great ride!!

Charlie Fowler
Fleet 90, Boat #5126
Coconut Grove SC, FL



One day, my wife, Nancy and I loaded "Two Bears Boat" our Flying Scot, with two big coolers and invited our friends, Allen, Dorsey, Jessica and her two daughters plus

Muffy (aka Killer) for a cruise on Biscayne Bay. We had a wonderful day! We saw many sites and wildlife was abundant. At the end of the day of cruising, we off loaded the coolers, kids, dog, and friends but Allen didn't want to leave. I took him out for a sail to give him some pointers on sailing and the very next day he bought a Flying Scot! Happy Anniversary Flying Scot...you are a great boat!

Bill Ross
Fleet 48, Boat #5210
Lake Norman YC, NC



Years ago, I spent about 13 years in our Thistle #2628. We campaigned it as a family boat with my wife, Diane and our children, Mike, Steve, and Mindy. Once the children

went off to college and Diane had open

heart surgery, the Thistle became too much for Diane.

So, 13 years ago we took a good look at the Flying Scot as a boat that she and I could sail together. We crewed with Hal Walker and Don Sweet plus some others. We soon became involved with the class and bought boat #1290. Four years ago, we bought a new Scot, #5210.

Sailing a Scot bought 10 more years for Diane and me to sail our family boat together. The Flying Scot Class has given us the opportunity to continue sailing and all of the people in this class have made it a pleasure to participate in sailing and the social events. We are part of a family. Thank you and Happy Anniversary!

David Jacobsen
Past President of FSSA
Fleet 24, Boat #4937
Candlewood, CT



There were three one design fleets in 1968 and I chose the Flying Scot for it's sailing ease and eventually the racing. I have cruised Lake Ontario, the 1,000 islands, Chesapeake

Bay, the Hudson River through the locks system and Lake Champlain.

Most of my very good friends are in Flying Scot families. I also have been very involved with the Special Olympics and the Scot was chosen for the first World games in 1995.

Happy Anniversary and thanks for all the wonderful memories.

Continued on page 14

E. Paul Moore
Past President & Founding Father
Fleet 83, Boat #5000
Carlyle Sailing Assoc., IL



I have been in Flying Scots for 36 years. My wife and then my children (now grown) have been my crew and we have built many marvelous memories. The reason I like the Scot is that it's big enough to be comfortable and safe, small enough to handle, launch and trailer. More important is the Association that supports the class, the builder who has maintained the highest quality, and the sailors who are helpful and friendly.

Harry & Karen Carpenter
Fleet 6, Boat #5419
Deep Creek YC, MD



I like the Scot so much, I bought the company! We, as a family, have shared so many great times and made great friends through our involvement with the Flying Scot! Happy Anniversary to the greatest one design!

Jack McClurkin
Fleet 114, Boat #5404
Delavan Lake, WI



After many years of sailing a Flying Scot which I purchased used in 1986, I finally received spousal permission to purchase a new Scot in 2001. I have participated in many local, regional, and national events over the past 16 years, as well as holding various board positions. I look forward to

meeting more of you at future FSSA events. Congratulations to the boat, FSSA, Flying Scot, Inc., and the many class and classy sailors who enjoy these wonderful boats!

Scott Mauney
Fleet 23, Boat #5346
White Rock Lake, TX



I have been in many kinds of boats, the Flying Scot for the last eight years. No other class is building 65 to 70 boats a year. The quality speaks for itself and the people can't be matched. Flying Scot, Inc. is keeping the tradition alive and the Association is thriving. Here's to the best years to come!

Don Smith
Fleet 48, Boat #5005
Lake Norman YC, NC



My wife, Chris and I actively race our Flying Scot, "Hi5's". We look forward to traveling to away regattas throughout the Carolinas and Florida districts. We enjoy many friendships and make new friends wherever we go. Thanks to all the Flying Scot Fleets, Flying Scot., Inc., and FSSA for building a great boat and drawing a superb group of sailors.

Tom Pinkel
Fleet 83, Boat #3076
Carlyle Sailing Assoc., IL



Happy Anniversary to the Flying Scot. We have had a Scot for fifteen years. I help with the adult and youth sailing courses each summer and have found that the Scot is the best boat to teach with. This has added many new members to our club and to the Flying Scot Sailing Association, both cruisers and racers.

Congratulations again!

John and Suzie Domagala
Fleet 60, Boat #3577
Bagdad Rod, Cannon
and Gun Club
KY and FL



Top 17 reasons that we are in a Flying Scot...not in any order.

- Less painful than Lightenings, Thistles, & Highlanders (we have sailed all three and quickly learned the error of our ways.)
- Because even an insurance company reject can still be fast.
- Because the big cooler fits under the deck
- The Kamikazes
- Because Bubby can get way up on deck and still keep the bow up
- Centerboard Trunk
- Because barges will back up for you in St. Andrews Bay...
- Because you can get a bambulance in Ft. Worth, Florida.
- Late night phantom fleet formation
- MM can see pigs fly with one eye at the Texas Nationals.
- EP III body paint seminars at Nationals in Lake Norman.
- Because sometimes you get "letters" or can send one
- Barefoot bowling for Budweiser
- Because our "quasi" parents sail them
- Because it fits under our Florida house
- Because it's a GREAT boat
- Because it's a friendly, fun, very supportive class!!!

Thanks Sandy for designing a great boat that brings people and families such happiness! Thanks to Eric and now Harry and Karen Carpenter for building these super boats for us to play in! Happy Anniversary!

*The Best thing About the
Flying Scot is the PEOPLE!*









**Shaun Clements
Fleet 1, Boat #5289
CLSA, OH**

Why I'm in a Flying Scot...

- Stable boat,
- Enough complexity to be interesting but not too much to be "no fun",
- Large enough cockpit to put family in with plenty of head room while tacking,
- Large active fleet, makes for good races, good advice and good times,
- Friendly builder with great after sales service and advice.

**Don and Charlotte Hott
Fleet 6, Boat #3209
Deep Creek, MD**



Happy Anniversary Flying Scot! We have been there since the beginning and wish you well in the future. We have sailed in ALL as in every NAC ever held and always enjoy the boat and the people in this lovely class.

**Don and Barbara Griffen
Fleet 6, Boat #2259
Deep Creek, MD**



Since Don and I got married 15 years ago, the Scot has been an important part of our lives. To become a real team on the boat has brought us tremendous satisfaction and pride. We truly enjoy sailing together. The Scot has also increased our circle of friends, not only at Deep Creek, our home club, but also as we began attending other regattas. So many people of all ages have become very special friends. We salute the Scot on its 45th and thank you for adding so much to our lives!

**Jim & Myra Brown
Fleet 60, Boat #4647
Bagdad Rod, Cannon and
Gun Club, FL**



We are retired and travel year round. We tailor our Flying Scot and jeep behind our motorhome visiting the USA, seeing many sites, sailing a lot of different waters and going to regattas. The Flying Scot is such a great class and boat! Myra and I can sail with ease, even with a spinnaker. Happy Anniversary to a great boat. We have had many good times, made many friends and enjoy you so much. Thank you to Harry and Karen Carpenter for making a wonderful boat and to Eric Ammann and Sandy Douglass who came before the Carpenters.

**Bill Vogler and crew Carol Aljets
Fleet 135, Boat #5182
Clinton Lake Sailing Assoc.,**



The Flying Scot was the boat of choice at my home club, Crab Orchard Lake, when I was growing up in Carbondale, Illinois in the 1960's. My first sail was with Sandy Douglass, the boat designer in 1965. After a 20 year layoff and a stint of living in the West, I'm back sailing Flying Scots in the Midwest. I plan on making it to at least the 75th anniversary! Until then...I wish you good breezes, happy sailing and great boat speed!

**Jack and Nancy Rudy
Fleet 1, Boat #4321
Cowan Lake, OH**



"Why the Scot?", as St. Paul (I think) said, Let me count the ways...

1. It has a long enough bench to stretch out on while cruising or between races.
2. It has attracted an interesting and otherwise wonderful bunch of followers.
3. It keeps the family in the boat better than any other boats and classes.
4. It's good sailing, robust, exciting craft.

Happy Anniversary, Happy Birthday? It's traditional to stop celebrating at 39, but I hope and expect this celebration to continue into three digits and hope that the Lake Cowan club and clubhouse lasts as long!

**Robert Summerfeldt and
crew, daughter, Allyson
Fleet 71, Boat #4296
Smith Mountain Lake, VA**



Happy Anniversary! Thank you for many, many years of pleasant diversion, internal and physical challenges, personal growth and motivation, sound relationships with family and friends. Most importantly, thank you for being the vehicle with which provided the introduction to my wife, Adele. My life for the last 20 years would be an unimaginable bore if not for this unique boat. The people who sail and race it and the impact that it has had on my life is immeasurable. I look forward to sailing my Scot and augmenting my relationship with my now two

Continued on page 20

grown children, my wife, and all the wonderful friends for the next 45 years!

Steve Branner

Fleet 165

Cave Run Sailing Assoc., WV/KY



It is all about the people and the friendly attitude of the FSSA members. It's amazing that an inanimate object like a sailboat could bring such a diverse group of people together to have a good time and form wonderful relationships that last many, many years. I look forward to teaching and sailing with all my wonderful grandchildren! Here's to you, Flying Scots, let's have another great 45 years!

Rick and Jo Baugher

FS 3666

Berlin Lake, OH



Happy Anniversary you wonderful boat! Thanks for all the memories and the ones to come!

Dan Goldberg

Fleet 80, Boat #4991

Lake Arthur, PA



Here is what I like about the Flying Scot: I teach a lot of people how to sail. They usually start out on a couple of other boats, and then I get them on a Flying Scot. The reaction is always "Oh, Wow, this is really great!" Many people who were just lukewarm about sailing were pushed over the fence into serious interest in sailing because of the Scot.

Larry Taggart
Past President
Fleet 96, Boat #4510
New Orleans, LA



I was first introduced to the Flying Scot in the late 60's back when Sandy Douglass demonstrated one at my yacht club as Gulf Yachting Association (GYA) member clubs began to replace their fleets of venerable Fish Class boat with the Scot. (There are now over 100 Flying Scots owned by the 30+ GYA member clubs). I started sailing club Scots in the late 60's and early 70's and purchased my first boat in 1975 (and have sailed in every North American Championship and many, many other event since then).

There are many terms that come to mind when describing the Flying Scot (not in any particular order): durable, reliable, uniform, equal, fast, affordable, lively, roomy, trailerable, stable, fun to sail, easy to handle, easy to rig (and step mast), built with consistency and quality, easy to launch, tightly controlled, well built, value, concerned and interested builder, national presence, strong class association.

Just sailing the Flying Scot is fun. And further, it's strict one-design concept leads to friendly competition, where it is the skipper and crew's ability to move the boat fast, not rigging gimmicks. Over the years this has remained a constant.

I've been fortunate to win my share of trophies over the years, but the one thing that stands out most in my mind is the many lasting friendships that I have been able to make through Flying Scot activities.

Happy 45th Anniversary to the Flying Scot and may you have many more successful years!

Mike Palm
Boat #1242

Lower Keys of Florida

There are boat for racing; there are boats for cruising; it is a rare boat, which is perfect for both. The Scot is a rare combination of agility and stability, which proves that anything designed correctly looks as well as it functions. For years I

had been in a position to approve designs and design changes before release. After the cold calculating analysis, I had the vague awareness that the correct design also looked right. It was not until I saw x-rays of flowers did I realize good designers had divine guidance.

Sandy Douglass finally got it right after the 21-foot Highlander and the 17-foot Thistle, both great boats. The Highlander is too big to trail up into the wilderness single-handed, yet it is raced with boundless enthusiasm and resounding whoops and bumps.

The Thistle is a great racer, able to leap tall buildings even in the hands of septuagenarian women. My first sighting of one was from a rock quay as one went by on a plane. It sounded like an express train and flew like a flying fish, touching the water every once in a while. But don't try to camp with four adults on this thoroughbred and buy padded pants for the shortest of sails.

I learned to sail in 1944 and have been unashamedly passionate about sailing ever since. I sailed every kind of dinghy from the Moth to the Victory in America, and many whose names I never knew. In Scandinavia, Europe, Mid East and SW Asia. After my children married and moved away, I could no longer do the maintenance of an all-wood 21-foot boat. I went looking for one about the same size, with a cockpit no smaller but one made of fiberglass, aluminum and stainless steel. I saw a picture of the Flying Scot in a sailing magazine.

This was the boat for me. I looked in the newspaper and found 4 used Flying Scots for sale and went to see all of them. I picked the one, which was the best-maintained, paid cash on the spot and trailed it away. It was the best and most cost effective decision I ever made except for the move to the Lower Keys of Florida so I could indulge in my passions any time I wanted. (I will give a free sailing lesson, a value of \$200, to the first one to identify the young man in the picture.)

The first time I put it in the water and sailed in the little pond used by Fleet one, I knew I was in love and heat. The boat's cockpit was big, comfortable and had real seats. When up on a hike, at seventeen degrees, there was a broad level seat for every one on the wide deck. There is a lot

of freeboard and if water was taken in it hit the seats and drained out the back. There is roller reefing for the main, a feature many are unaware. The best thing is, it can be single handed by little old men and women. It is gender blind. The Centerboard is not pinned to the hull and there are no spreaders or backstays. It is the simplest boat to sail but it puts all the performance on the hands and mind of the skipper and his use (Not abuse) of the crew.

I am in harmony with Sandy's original intent as stated in his articles. That means I am for "weather sheeting" and against seat cleating. I believe tight rig is for mooring rather than sailing. I believe sailors must first come in the top half of the races before wasting money on go fast stuff. (I cleaned that up a little) I value the human craft more than the hardware. But I respect all the views of other sailors. I no longer race, but I do extensive cruising and teach. I may not be the best sailor but I am the best teacher you will ever be able to afford.

I am not biased towards cruising. I like racing and cruising. I have just never been able to fathom Scot owners who leave the boat docked or stored except for the two on-course hours between 1:30 and 4:30 PM. in the fair weather during the weekends of summer. I have a passion for sailing in funny far away places. Not every one does. I am no evangelist. The boat is a fine race platform, but Sandy designed it to also serve as a cruiser for 1 to 8 people. (I raced with 7 and finished where I always did.)



Now I am finished except to show you the best work of art hanging in my gallery. It gets washed by a boat girl and is lowered with a remote control. That's what I call retirement or its other word, "recess."

Amir Eppler ISRAEL



It takes a few components to make an item a classic. It has to be of top quality of course. It has to be known by many people and proven to be good. But the most important thing that makes any item a piece of class is the soul folklore that has to do with it, created by the people who are dealing with it, and stories to be told about it. For that I'd like to congratulate you people that for nearly a half a century were able to create and preserve this unique kind of folklore and characters that are involved with this magnificent boat. All together make her truly classic.

Seeing on a start line a brand new boat rubbing shoulders with a 40 year old twin sister on a match - race - skippered and crewed by young, elder, men and women, tells the entire story - and not quite a common story, now in high tech days.

I've been sailing for more than 30 years. I've rigged and tillered almost every possible type of boat - small to large, all hulls, all rigs, all colors. I have owned my Flying Scot for almost three years now and for me, it's the perfect boat. I know for a fact I'll have a bigger one someday - to sail across the sea, but I'll always keep this wonderful piece maintained and in good shape, ready for first class fun sailing for many years.

It's rare to find a boat that offers rapid action and excitement on one hand, and on the other hand is so forgiving, won't collapse and break all over you when you make a mistake, yet so elegantly moving, so willing to respond accurately to your command - given the right commands.

What we have here is perfection of design and again, the fact that are made perfectly the same for almost 50 years, speaks for itself. Our job is to pass the torch on, to maintain this wonderful tradition. Unfortunately my boat is one of two here in Israel, and not so known among the sailing community, but when she is seen in action people often ask and maybe one day a fleet will arise here too.

I wish you all good sailing, fair winds, keep the spirit and most importantly: Keep flying those Scots!! Happy 45th Anniversary!

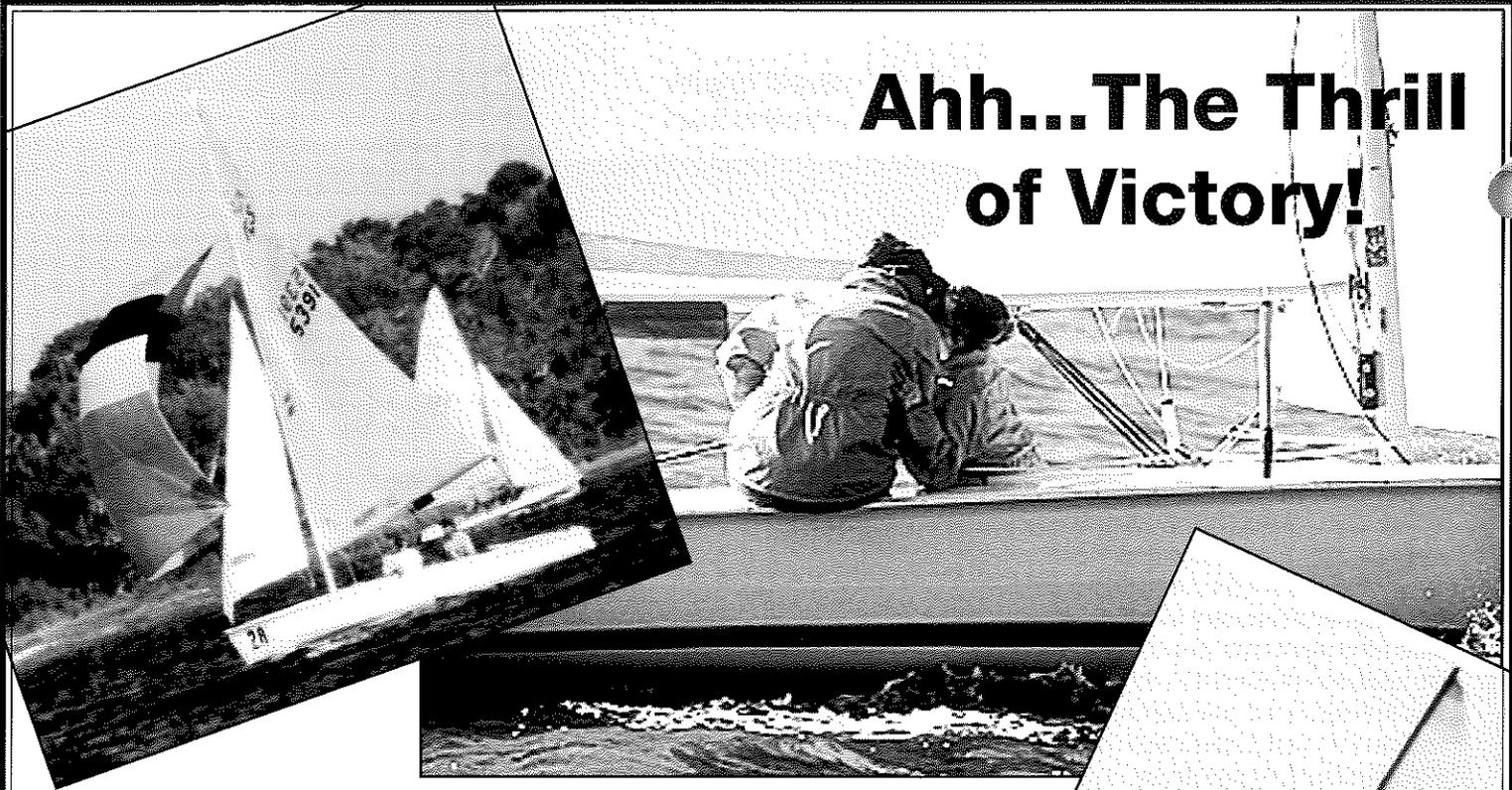
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North Sails Flying Scot Results

2002

MidWinters - First

2001

National Championships - First

Wife/Husband National Championships – First

*Clockwise
from top left: Greg
Fisher, 2001 National
Champion (photo by Bob
Harrington); Harry & Karen
Carpenter, 2001 Wife/Husband National
Champions; Kelly Gough, 2002 MidWinter
Champion (photo by Bob Harrington)*

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45th Anniversary Pig Roast Regatta

John Eilers, FS 4799

Cowan Lake, near Wilmington, in southwest Ohio, is the home of the first chartered Flying Scot fleet. It celebrates that status by holding an Anniversary Regatta every five years. Sailing magazine featured



this regatta with 6 page color spreads for the 35th and 40th anniversary events. This year the 45th anniversary was celebrated June 22 and 23.

Cowan Lake's Flying Scot Regatta has always been called the "Pig Roast." Originally a whole pig would be roasted for the dinner, hence the hogs, oinkers, and piglet fleet designations. Nineteen boats braved the championship division (Hogs), twelve assigned themselves to the challenger fleet (Oinkers), and two boats sailed in the jib and main division (Piglets). Jerry Hartman and Sunshine came for the party. Harry Carpenter sailed "the First One" for the occasion.

Friday night dinner at The Spillway Lodge, an annual feature, was shared by early arrivals. Many camped or R.V.ed on the hill beside the shelter house, some enjoyed the state park cabins on the north shore, and others stayed in motels in Wilmington.

On Saturday, after the race committee meeting, there was a late morning race followed by lunch and then two afternoon races. The winds were light and shifting, predictable only by Pat Glazier, the winner of the regatta with all bullets! At times, the wind was so light the race became a drifting match; the Oinkers and Piglets fleet failed to complete the first race within the time limit.

The Saturday evening activities included wine tasting and appetizers followed by a "home cooked" gourmet pork meal prepared by Bob Peterson and the non-sailing wives and the Regatta co-chairs, Bob and Lynn Peterson. They worked harder than the sailing crews, slaving over hot stoves and grills while the sailors sought out the breezes on the water. Pork tenderloin, roasted root vegetables, tossed salad, home made corn bread, and cheesecake pleased the palates.

Steve Yovan organized the thespians to roast Harry Carpenter for allegedly asking for a 3-minute head start due to age. Defense council was assigned to aid Harry, who was ordered to sit in a wheel chair for his trial. With Neptune Rex presiding, and many witnesses testifying, they agreed on his old age, but not the early start. The prosecutor, with a mop for his wig, was

a sight to behold. King Neptune's wife held up the queue card for the audience and the yea's, boos, hisses and claps were voluminous as everyone participated in the act. Sunday morning included six-knot winds and two

more races. Everyone enjoyed the triangle plus windward, leeward, windward courses. The race committee chairman was Dave Rosecranz, President of U.S. Sailing, who performed admirably under the difficult wind conditions. The Thistle fleet supplied the Race Committee. After trophy presentations and the group picture, the sailors disbursed to meet again at another regatta.

Bob and Lynn Peterson organized and carried out every detail to provide a fine Regatta. All the participants thanked them and their committees.

RACE RESULTS

HOGS

Place	Skipper, Crew	Boat#	Total
1	Pat Glazier, Sean Glazier	5322	5
2	Don Griffin, Barbara Griffin	2259	25
3	Rick Baugher, Jo Baugher	3666	28
4	Rob Freemont, Bob Freemont	3808	29
5	Harry and Karen Carpenter	1	30
6	John Eilers, Jim Diemar	4799	33
7	Brian Pace, Ray Trask	742	34
8	George Leet, Bruce Kitchen	3830	42
9	Susie and Tim Stombaugh	2162	46
10	Jack Stewart, Martha Stewart	1342	49

OINKERS

Place	Skipper, Crew	Boat#	Total
1	Jim Brown, Myra Brown	4647	7
2	George Johnson, Doug Fisher	1124	9
3	Mike and Claudia Crane	4888	16
4	Phil Brittain, Carolyn	4278	19
5	Mason Colby, Virginia Claypool	1973	21
6	Marvin Quinn, Eric Schuman	2993	24
7	Gerry Pfarner, Sidonie Holt	3534	32
8	John Epperson, Wilhite	3589	33
9	Sean Clements, Liam Clements	5289	34
10	Lewis, Caraley	4177	34

PIGLET

Place	Skipper, Crew	Boat#	Total
1	Karen McGee, Diana Roach	3633	5
2	Bob Gallagher, Melaine	4557	7

Fleets in North America

CAPITOL DISTRICT

Fleet 42: Selby Bay Sailing Center
South River, Edgewater, MD
Fleet 81: Lake Clarke
Lake Clarke, Wrightsville, PA
Fleet 86: Magothy River,
Magothy River, Pasadena, MD
Fleet 97: West River Sailing Club
Chesapeake Bay, W. River, Galesville, MD
Fleet 103: Fishing Bay Yacht Club
Fishing Bay/Piankatank River,
Deltaville, VA.
Fleet 137: Chesapeake Bay
Chesapeake Bay, Williamsburg, VA
Fleet 139: Lake Marburg
Lake Marburg, Hanover, PA
Fleet 155: Swift Creek Rsvr.
Swift Creek Rsvr. G. Richmond Assoc. VA
Fleet 160: Lake of the Woods
Lake of the Woods, Locust Grove, WV
Fleet 163: Lake Nockamixon
Lake Nockamixon, Philadelphia, PA
Fleet 185: Rappahannock River YC
Rappahannock River, Irvington, VA

CAROLINA DISTRICT

Fleet 27: Kerr Lake Reservoir
Kerr Lake Rsvr, Henderson, NC
Fleet 48: Lake Norman
Lake Norman, Charlotte, NC
Fleet 71: Smith Mountain Lake
Smith Mountain Lake, Roanoke, VA
Fleet 78: Morehead City Boating Club
Boque Sound, Morehead City, NC
Fleet 126: Lake Townsend Yacht Club
Lake Townsend, Greensboro, NC
Fleet 134: Yacht Club of Hilton Head
Carolina Cstl Waters, Hilton Head, SC

FLORIDA DISTRICT

Fleet 36: Sarasota Sailing Squadron
Sarasota Bay, Sarasota, FL
Fleet 90: Biscayne Bay
Biscayne Bay, Miami, FL
Fleet 131: Rudder Club of Jacksonville
St. Johns River, Jacksonville, FL
Fleet 150: East Central Florida
Lake Conway, Orlando, FL
Fleet 167: Key Largo
Florida Bay, Key Largo, FL
Fleet 168: Clearwater
Clearwater, Clearwater, FL
Fleet 179: Melbourne
Indian River Lagoon, Melbourne, FL
Fleet 183: St. Lucie Sailing Club
St. Lucie River, Stuart, FL

GREATER NY DISTRICT

Fleet 07: Long Island Sound
Long Island Sound, Riverside, CT
Fleet 10: Moriches Bay
Moriches Bay, Center Moriches, NY
Fleet 24: Candlewood Lake
Candlewood Lake, New Fairfield, CT

Fleet 31: Upper Barnegat Bay
Upper Barnegat Bay, Shore Acres, NJ
Fleet 46: Hempsted Bay
Great South Bay, West, Island Park, NY
Fleet 72: Kings Point Sailing Squadron
Long Island Sound, Kings Point, NY
Fleet 142: Sprite Island Yacht Club
Long Island Sound, Norwalk, CT
Fleet 157: Monmouth Boat Club
Navesink River, Red Bank, NJ
Fleet 162: Toms River Fleet
Barnegat Bay, Pine Beach, NJ
Fleet 173: Southside Scots
Great South Bay, Blue Point, NY
Fleet 174: Fire Island
Great South Bay, Fire Island, NY
Fleet 175: Westhampton Yacht Squadron
Moriches Bay, Remsenburg, NY
Fleet 177: East Shore FSSA
Long Island Sound and New Haven
Harbor, New Haven, CT
Fleet 178: Shrewsbury Sailing & YC
Shrewsbury River, Oceanport, NJ
Fleet 184: Hunterdon Sailing Club
Spruce Run, Clinton, NJ

GULF DISTRICT

Fleet 13: Privateer Yacht Club
Hixson, Tenn., Hixson, TN
Fleet 28: Choctawhatchee Bay
Choctawhatchee Bay, Ft. Walton
Beach, FL
Fleet 38: Mobile Yacht Club
Mobile Bay - BYC, Mobile, AL
Fleet 55: Mobile Bay -BYC
Mobile Bay -BYC, Mobile, AL
Fleet 60: Garcon Point Spirited Sailors
Blackwater Bay, Bagdad, FL
Fleet 75: St. Andrew Bay
St. Andrew Bay, Panama City, FL
Fleet 79: Mississippi Sound GYC
Mississippi Sound, Gulfport, MS
Fleet 85: Dixie Sailing Club
Lake Martin, Montgomery, AL
Fleet 87: Pensacola Bay
Pensacola Bay, Pensacola, FL
Fleet 96: New Orleans SYC
Lake Ponchartrain, New Orleans, LA
Fleet 98: Bay St. Louis
Bay St. Louis, Bay St. Louis, MS
Fleet 102: Fairhope FYC
Mobile Bay, Fairhope, AL
Fleet 111: Lake Lanier/Lake Allatoone
Lake Lanier, Atlanta, GA
Fleet 118: North Central Alabama
Lake Logan Martin, Birmingham, AL
Fleet 121: Lake Tuscaloosa
Lake Tuscaloosa, Tuscaloosa, AL
Fleet 127: Old Hickory Rsvr.
Old Hickory Resv., Old Hickory, TN
Fleet 133: F. Maumella SC
Grand Maumella SC, Little Rock, AR
Fleet 153: Lake Arthur
Lake Arthur, Lafayette, LA

MICHIGAN-ONTARIO DISTRICT

Fleet 08: Edison Boat Club
Lake St. Clair, Detroit, MI
Fleet 09: Klinger Lake
Klinger Lake, Sturgis, MI
Fleet 15: Gull Lake
Gull Lake, Kalamazoo, MI
Fleet 16: Detroit Yacht Club
Detroit Rsv., Lake St. Clair, Detroit, MI
Fleet 20: Portage Yacht Club
Portage Lake, Pinckney, MI
Fleet 41: Crystal Lake
Crystal Lake, Crystal, MI
Fleet 52: Lake Orion Sailing Assoc.
Lake Orion, Lake Orion, MI
Fleet 148: Stony Lake Yacht Club
Stony Lake YC, Stony Lake, ONT, CN
Fleet 182: Crescent Yacht Club
Lake Saint Clair, Grosse Pointe, MI

MIDWESTERN DISTRICT

Fleet 02: Lake Freeman
Lake Freeman, Lafayette, IN
Fleet 03: Wilmette Harbor
Lake Michigan, Wilmette, IL
Fleet 44: Eagle Harbor
Eagle Harbor, Green Bay, Ephriam, WI
Fleet 68: Southern Wisconsin
Lake Monona, Madison, WI
Fleet 83: Carlyle Sailing Assoc.
Lake Carlyle, Carlyle, IL
Fleet 88: Lake McBride
Lake McBride, Iowa City, IA
Fleet 107: Neenah-Nodaway Yacht Club
Lake Winnebago, Neenah, WI
Fleet 114: Delavan Lake Yacht Club
Delavan Lake, Delavan Lake, WI
Fleet 135: Clinton Lake
Clinton Lake, Champaign, IL
Fleet 140: Medicine Lake Sailing Club
Medicine Lake, Plymouth, MN

NEW ENGLAND DISTRICT

Fleet 11: Sandy Bay
Sandy Bay, Rockport, MA
Fleet 57: Stone Horse Yacht Club
Nantucket Sound, Harwich Port, MA
Fleet 76: Massapoag Yacht Club
Lake Massapoag, Sharon, MA
Fleet 77: Narragansett Bay
Narragansett Bay, Newport, RI
Fleet 105: Cohasset Harbor
South Shore, Mass. Bay, Cohasset, MA
Fleet 124: Duxbury Bay
Duxbury Bay, Duxbury, MA
Fleet 169: Brewster Park Yacht Club
Cape Cod Bay, Brewster, MA

NY LAKES DISTRICT

Fleet 14: Pontoosuc Lake
Pontoosuc Lake, Pittsfield, MA

Fleet 35: Chautauqua Lake
Chautauqua Lake, Chautauqua, NY
Fleet 43: Skaneateles Lake
Skaneateles Lake, Syracuse, NY
Fleet 53: Saranac Lake Fleet
Upper Saranac Lake, Saranac Lake, NY
Fleet 104: "Mountineers"
Fulton Chain Lakes, #4, Old Forge, NY
Fleet 147: Piesco Lake
Piesco Lake, Piesco, NY
Fleet 159: Lake Ontario, Oswego Flt.
Lake Ontario, Oswego, NY
Fleet 161: Saratoga Lake
Saratoga Lake, Saratoga Lake, NY
Fleet 181: Oswasco Yacht Club
Owasco Lake, Auburn, NY

OHIO DISTRICT

Fleet 01: Cowan Lake
Cowan Lake, Wilmington, OH
Fleet 06: Deep Creek Lake
Deep Creek Lake, Oakland, MD
Fleet 12: Edgewater Yacht Club
Lake Erie, Cleveland, OH
Fleet 19: Berlin Lake
Berlin Lake, Canfield, OH
Fleet 34: Clear Lake
Clear Lake, Ray, IN
Fleet 37: Hoover Reservoir
Hoover Reservoir, Westerville, OH
Fleet 65: Atwood Lake Fleet
Atwood Lake, Dellroy, OH
Fleet 80: Lake Arthur
Lake Arthur, Pittsburgh, PA
Fleet 165: Cave Run Sailing Assoc.
Cave Run Lake, Morehead, KY

PACIFIC DISTRICT

Fleet 40: Tomales Bay
Tomales Bay, Inverness, CA
Fleet 100: Lake Washington
Lake Washington, Seattle, WA
Fleet 176: San Diego
Mission Bay/San Diego Bay,
San Diego, CA

PRAIRIE DISTRICT

Fleet 89: Lake Perry Yacht Club
Lake Perry, Topeka, KS

TEXAS DISTRICT

Fleet 23: Corinthian Sailing Club
White Rock Lake, Dallas, TX
Fleet 32: Bayshore Sailing Assoc.
Galveston Bay, Kemah, TX
Fleet 67: Canyon Lake
Canyon Lake, San Antonio, TX
Fleet 170: Wichita Falls
Lake Arrowhead, Wichita Falls, TX

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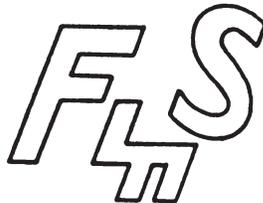
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Choosing a Name

by Sandy Douglass

Believe it or not, the biggest problem in designing the Flying Scot was in deciding on a good name for the class and then a suitable emblem. With some 600 classes already on record, the field has become somewhat restricted. "Flying Scot" has been the name of the famous London, England to Edinburgh, Scotland express train. There was also a famous yacht in the '90's by that name. It seemed to be a good choice to go with the names Douglass, Thistle and Highlander.

The emblem presented an even more acute problem with even fewer choices. After long hours of trying to come up with something Scottish but not too intricate for the sail-maker, such as bagpipes would be, I decided to use the two letters, F and S. But two letters do not make a good emblem. After more experiment, I designed and added the squiggle, transforming the two letters into a good emblem; an emblem with recognition value. The squiggle actually is a very stylized word, "lying" which, with the F, gives the FlyingS.



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Flying Scot New Members

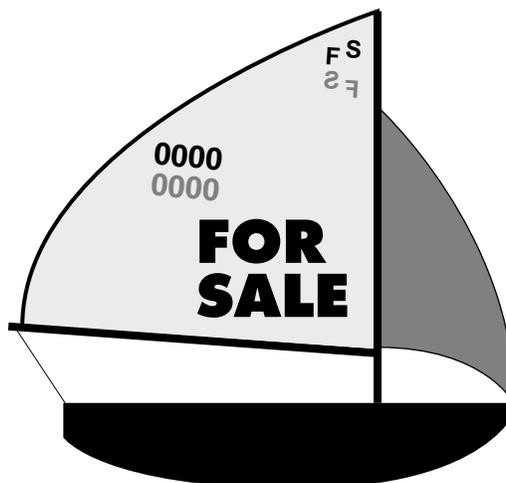
Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	5274	David R. Lee	123 Stove Point Road	Deltaville, VA 23043
	3836	Rick Martinson	906 High Stepper Terrace	Sykesville, MD 21784
	3162	Carl Robinson	78 West Cherokee Drive	Newark, DE 19713
6	5138	Robert A. Vance	3200 Deerfield Court	Morgantown, WV 26508
81	3754	Eugene Keegan	145 St. Andrews Way	Etters, PA 17319
103	5466	R. Noel & Margaret Clinard	6010 York Road	Richmond, VA 23226
155	3094	Millard (Milo) Hairfield	19101 Duval Road	Moseley, VA 23120
Carolinas District				
	C2324	Charles Carpenter	PO Box 975	Oriental, NC 28571
48	D075	William P. Kean	112 Beach Fern Circle	Mooreville, NC 28117
48	2262	Cary & Ella Wren	309 Victoria Street	Greensboro, NC 27401
153	4053	Allan Gowans	PO Box 249	Chapin, SC 29036
158	3582	Tommy Weaver	112 Wild Turkey Road	Blythewood, SC 29016
Florida District				
	2912	George McCullough	3148 SE Orchid Street	Stuart, FL 34997
Greater NY District				
	2104	John S. Beres	60 East 96th Street	New York, NY 10128
	242	William J. Nelligan	47 Shady Lane	Greenwich, CT 06831
142	5271	Tim Gordon	163 Bayberry Road	New Canaan, CT 06840
162	D073	Debbie Hoagland	10 Exeter Court	E. Windsor, NJ 08520
162	D074	Russ Lines	41 Kendalave	Maplewood, NJ 07040
178	4421	Paul Cocotos	36 Palmer Place	Leonia, NJ 07605
Gulf District				
	D080	Michael Fowler	715 Pleasant Dale Crossing	Doraville, GA 30340
	D086	Greg Giles	2802 Acklen Avenue	Nashville, TN 37212
	D085	Robert Nichols	4535 Forest Wood Trail	Sarasota, FL 34241
	5476	Bill Taylor	1223 Austin Springs Road	Piney Flats, TN 37686
13	D071	Bob Ives	4184 Gann Store Road	Hixson, TN 37343
133	5132	Larry "Pete" C. Peterson	804 Stacy Springs Road	Heber Springs, AR 72543-7706
Michigan-Ontario District				
	439	Jerald J. Coulson	791 Stone Street on the Lake	Oshawa, ONT L1J 1A4
	D078	Bruce Hube	6249 Hillsboro	Davisburg, MI 48350
	5459	Rudolph C. Powell Jr.	6715 Loud Drive	Oscoda, MI 48750
	901	Gerald & Odette Tremblay	4331 Chemin St. Francois	Alma Quebec, CN G8E 1A1
	0001	John P. Van Ryn	167 Windwood Pointe	St. Clair Shores, MI 48080
20	4593	Michael Ehnis Michelle Blomberg	3155 Hudson Street	Dexter, MI 48130-1309
20	5277	Jay Thiebaut	9801 Sayers Road	Munith, MI 49259
Midwestern District				
	5321	Henry Bernstein	16293 County Road 48	Kimball, MN 55353
	4072	Bernard Fritz	1280 Deerwood Drive	Eagan, MN 55123
	A587	John Henderson	817 Orchard Circle	Libertyville, IL 60048
	5074	Claus Niesen	4907 Hemingway Drive	Ames, IA 50014
	3453	Pennebaker Family	240 N. Bothwell Street	Palatine, IL 60067
107	C1237	Jeff Jilek	701 S. Kensington Drive	Appleton, WI 54915
114	5395	Don Henderson	995 Norman Lane	Gurnee, IL 60031
New England District				
76	906	Rick Tattersfield	519 Bay Road	South Easton, MA 02375
124	1636	William Walker	4 Wirt Way	Duxbury, MA 02332
New York Lakes District				
161	2431	Phillip Ribach	10 Mayfair Drive	Slingerlands, NY 12159
Ohio District				
	1638	Tom Marquardt	58 Parkwood Blvd.	Mansfield, OH 44906
6	Boat #: D072	Barbara Meredith	250 Portman Lane	Bridgeville, PA 15017
65	1643	Bob Hotchkiss	1875 Warner Road	Hubbard, OH 44425
Pacific District				
	D070	William Hyland	8709 Archer Road	Pronedale, CA 93907
40	0483	Edward Congdon	115 Clover Hill Ct.	Danville, CA 94526
40	5500	John G. Chiles	220 Hillside Avenue	Piedmont, CA 94611
Prairie District				
	D067	Jim Watson	5005 Read Street	Omaha, NE 68152
83	1955	Shirley Bild	7708 Country Club Court	Clayton, MO 63105
Texas District				
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	D079	Shannon Hirst	3128 Bryh	Dallas, TX 75074
	380	Bobby Loggins	17173 CR 122	Tyler, TX 75703
23	5515	Peter R. Fenner	600 Goodwin Drive	Richardson, TX 75081
New Members this report 54				

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FS 52 – 1959 Douglass boat, good condition. Mooring cover, Spinnaker. Electric motor, 1900 or obo. Located near Atlanta, GA. Contact Joe Traylor (770) 251-5265, jtraylor@numail.org

FS 609 – Totally rebuilt two years ago. White hull. Two sets of sails, main and jib; two and a half HP motor; new cover; removeable motor mount; anchor and lines. Good condition. Located in Mystic, CT. \$4000. Contact Don Seccombe at (508) 954-1782.

FS 803 – Douglass built 1965. All hardware and lines new or in good order. Gasket new 2000. Tabernacle new 2000. All other wood refinished. Two sets of sails (1) spinnaker. Trailer-new bearings, bunks and rollers. \$2000 obo. Located in Auburn, NY. Contact Stephen Vincent (315) 258-8910.

FS 1059 – Douglass built, oyster deck with green stripe, red anti-fouling bottom. Four inch transom port drain, bow flotation mounting, removable motor mount, Sailors Tailor skirted cover. Galvanized TeeNee trailer with spare. Located in Charlotte, NC. Contact Ray Weeks at (704) 553-0112; rweeks1@carolina.rr.com.

FS 1660 – Gordon Douglass built, dark blue hull, 2 sets of sails, TrailMaster trailer, mooring cover, sail Boom cover, Minn Kota Electric motor. \$3000. Located in New Jersey. Contact Beth Albano (973) 627-5960, tgetz@gerahdipress.com.

FS 1970 – Custom Flex built 1971. 19' Flying Scot, trailer, new mast, rigging. One main, two jibs, one spin-

naker. Excellent, stored indoors, sails newer than boat. \$2900 obo. Located in Mohawk, MI. Contact Gale Slates (906) 289-4706.

FS 2525 – Older boat, well cared for; sails good condition, including spinnaker with port and starboard sheets, whisker pole, hiking ropes, tiller extension, stainless rigging, life jackets and cushion, danforth type anchor, 4hp Evinrude 'Mariner 1988 runs well; new antifouling bottom paint; good galvanized 'COX' trailer. \$2500. Located Pawley's Island, SC, Contact John Kramer (843) 237-3551, jwk4528@sccoast.net.

FS 2713 – Customflex built 1975, white deck, orange hull, new blue antifouling paint on bottom. Main, two jibs, spinnaker. First class hardware. Anchor, compass, Minn Hota trolling motor, battery. Tilt back trailer with spare. Mooring cover, cockpit cover and trailing cover. \$3500. Located in Altoona, PA. Contact Steve Currier (814) 946-7097.

FS 2751 – Red hull, white deck, Customflex built with Sportsman trailer. Good overall condition. Two sets of sails, one hardly used, plus spinnaker, anchor, motor mount and other extras. Located in

the Seattle area. \$3000. Contact Jim Caro at (719) 473-5362; jbcaro@adelphia.net.

FS 2828 – 1975 Douglass older boat in good shape with new Fisher Sails and 2 spinnakers. Includes old trailer & anchor and motor mount, 2 whisker poles, life jackets & tiller extension. \$2000 or obo. Located on the North Shore of Long Island. Contact Charles Stuard (h)(212) 924-9410, (w)(646) 458-3093.

FS 2927 – 1977 Customflex, white deck and hull with red stripe. Three main and jib sets, one spinnaker. Under-deck spinnaker sheets. Harken blocks. Full boom cover. Galvanized trailer. Sailed only in fresh water. \$2000. Located in Chicago, IL. Contact Kanee McBride (312) 341-6360 or (773) 764-9877.

FS 3302 – 1972, new bottom paint and boot stripe, new mooring & sail cover, new mahogany centerboard cap, tiller and blockmounts. Main, Jib, Spinnaker w/sail bag. 3.6HP Mercury motor & heavy duty trailer. \$3000. Located in Ontario Canada. Contact Hali

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Barber (905) 684-1991, hali_barber@sympatico.ca.

FS 3411 – Factory rebuilt in fall of 1999 and sailed only several times since. White hull and deck with blue waterline and trim. New mast, boom, rudder, tiller, sails, galvanized trailer and mahogany centerboard cap. Main and jib with windows, rudder lift system, cockpit tent style cover. Located in Maine. \$8500 OBO. Contact Walter Laqualia at (207) 537-2091.

FS 3540 – Completely rebuilt in 2002. Excellent condition. White hull with light blue deck. Has full racing equipment, new North main and jib (used 3 times) spinnaker, new full moon sailing trawling cover plus tons more. Galvanized trailer. Located in Virginia. Contact Mark Stephenson (540) 723-4248, <http://users.adelphia.net/~stephenson/>.

FS 3892 – Douglass built, in excellent condition, white deck. One set of windowed racing sails, bridle, 4" transom port drain, bow flotation buoyancy bag, motor mount, almost new 2.5 hp Mariner Motor. Galvanized factory trailer. Two new covers, tent and trailing/mooring; new shrouds and jib forestay. Located in Rockaway, NJ.

\$5000. Contact Errol Schnurman at (973) 627-2743 or eschnurman@sprynet.com.

FS 3901 – Douglass built 1983, Good condition. Two sets of sails, one spinnaker. Three and one half hp motor, removable motor mount, anchor and lines and trailer. \$4500. Located in Morganton, NC. Contact Peter Hampson (828) 432-0727, pjhampson@earthlink.net.

FS 4151 – 1987 Flying Scot, very good condition. Light blue hull, Schurr sails, full mooring and trailing cover. TeeNee galvanized trailer with new tires. Dry sailed. Anchor and extras. Located in Cincinnati, OH. \$4300. Contact Mark Workman at (513) 948-8232 (h) or (513) 662-8867 (w).

FS 4212 – Douglass built 1986. Bay Champion in Toms River, NJ. 2 sets of sails-North Sails set only used twice, 1 spinnaker, new canvas cover from bow to stern, heavy duty trailer, 4hp motor & mount. Ready to race. \$5990. Located in Georgia near Atlanta. Contact Dana Chase at (770) 998-1312.

FS 4294 – Douglass built in 1987. White hull & deck, excellent condition. Completely tricked-out with factory's "Radical Racing Package." All systems led aft to 3-way console. Internal spinnaker system with take-up reel, Forespar pole,

kevlar sheets & internal pole downhaul. North spinnaker & jib, Fisher main, galvanized trailer & tent cover. \$7500. Located in Indianapolis, IN. Contact Scott Roberts (317) 846-2707.

FS 4751 – Douglass built 1991, excellent condition, white deck and hull with blue strip, Schurr jib and main, spinnaker, detachable motor mount and 4hp Johnson OB, Suunto compass, Hercules galvanized trailer, Rooks boat cover and garaged. \$6500. Located in Higden, AR. Contact Phil Hunkins (501) 884-6231, phunkins@artelco.com.

FS 5021 – Like new, cream deck, white hull, medium blue trim and water live. Main & jib, jiffy reefing, galvanized trailer, Sailor's trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket. 2HP evinrude, \$9000. Located in Otis, MA. Contact Maurice Corson (413) 269-6542.

FS 5193 – FS built 1998, Grey hull and deck. Trailax aluminum trailer. Motor bracket, swim ladder and anchor. Cockpit cover and Sailor's trailer mooring cover. Main, jib and spinnaker. 4 HP - OB motor also available. Will negotiate transport. \$6000. Located in Phoenix, AZ. Contact Helmut or Ladonna Berg (480) 575-7211, lkb1459@aol.com.

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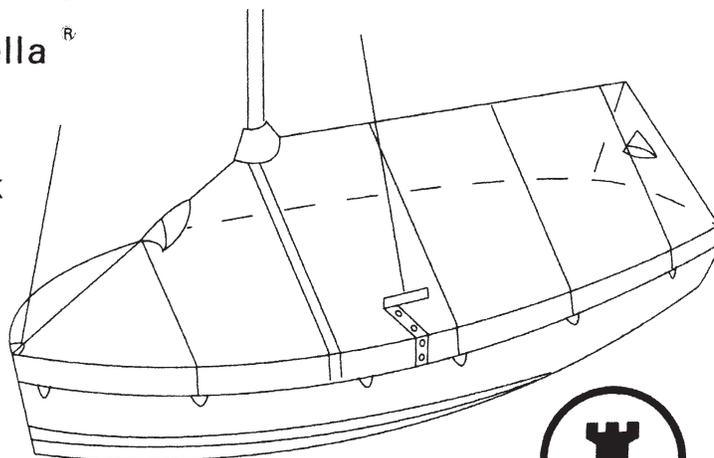
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