

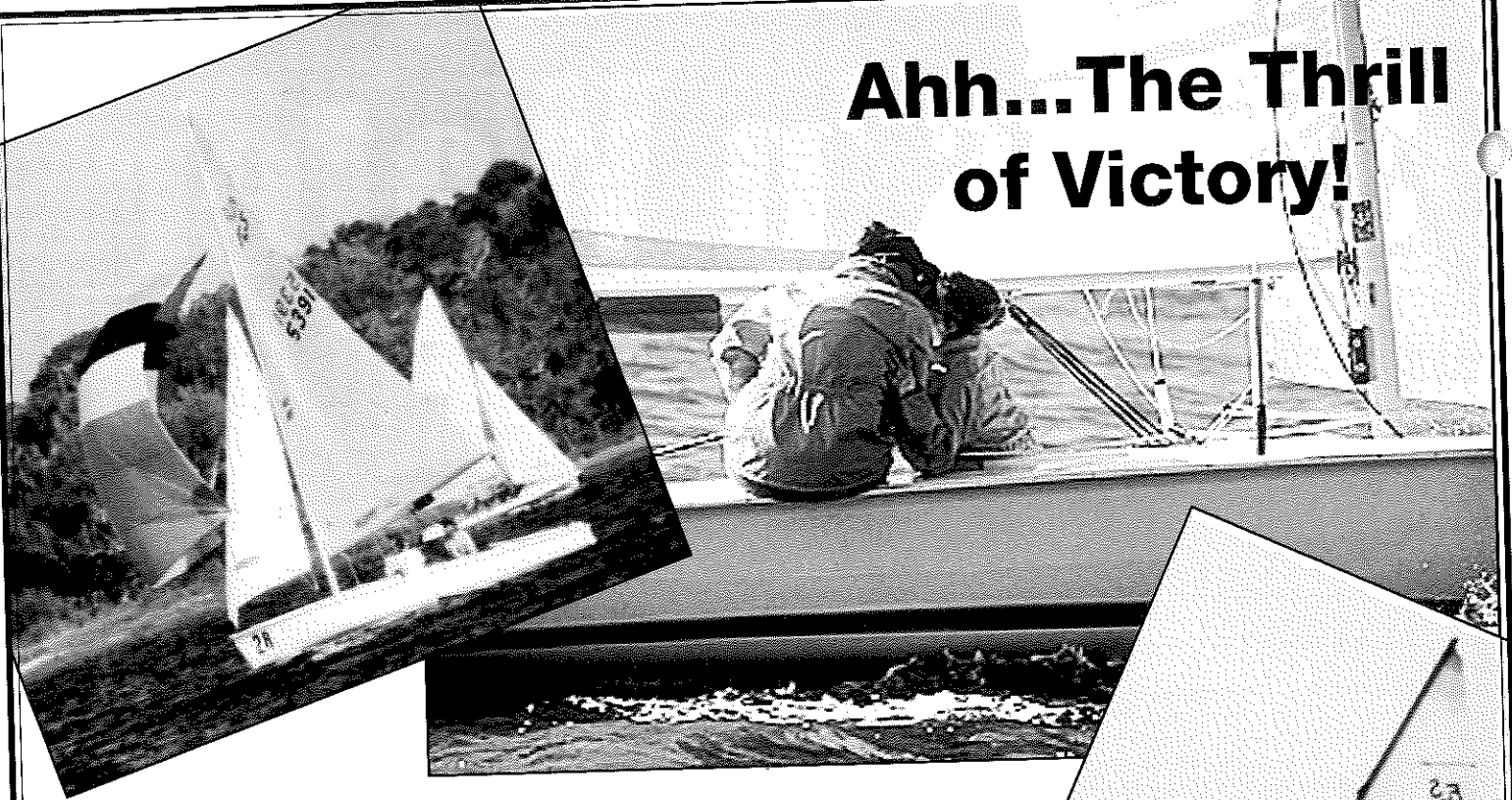
# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 47 NUMBER 1 2003



# Ahh...The Thrill of Victory!



How sweet it is, when everything comes together! The North Sails Team is proud to have helped more competitors sail to victory than any other sailmaker. We're there for you how and when you need us – with the world's fastest Flying Scot sails, and the support to help you get the most out of them. Congratulations to all our customers who look good making us look good!

## 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)*

## No. 1 in One Design



### North Sails One-Design Central

PH: (614) 418-9410 FX: (614) 418-9411

### North Sails One-Design East

PH: (203) 877-7627 FX: (203) 877-6942

### North Sails One-Design Midwest

PH: (419) 726-2933 FX: (419) 726-2225

### North Sails New Orleans

PH: (504) 831-1775 FX: (504) 831-1776

*Greg Fisher 4374 Chateau Morse Dr., Columbus, OH 43231*

*greg@od.northsails.com*

*Brian Hayes 189 Pepe's Farm Rd. • Milford, CT 06460*

*brian@od.northsails.com*

*Skip Dieball 5556 Edgewater Dr. • Toledo, OH 43611*

*skip@od.northsails.com*

*Benz Faget 1716 Lake Ave. • Metairie, LA 70005*

*benz@sales.northsails.com*

[www.northsailsod.com](http://www.northsailsod.com)

# Flying Scot® Sailing Association

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

## PRESIDENT

James B. Harris\*  
775 Haw-Thicket Lane  
Des Peres, MO 63131  
(314) 966-8404  
jamesbharris@worldnet.att.net

## FIRST VICE-PRESIDENT

William B. Ross\*  
178 Woodstream Road  
Moorestown, NC 28117  
(704) 664-9511  
rosswilliamB@aol.com

## SECOND VICE-PRESIDENT

Bill Vogler\*  
1902 E. Taylor Drive  
Bloomington, IL 61701  
(309) 663-0576  
bvogler@ilstu.edu

## COMMODORE

Daniel Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
(412) 831-1042  
samoyed@cobweb.net

## SECRETARY

Glenn D. Shaffer\*  
299 Raymond Road  
Princeton, NJ 08540  
(609) 883-6688  
gshaffer@ieshaffer.com

## TREASURER

Susie Stombaugh\*  
2341 Wilmore Road  
Nicholasville, KY 40356  
(859) 885-3302  
fs2162@netzero.net

## IMMEDIATE PAST COMMODORE

Terry Dees-Kolenich\*  
4 Navy Lane  
Spanish Fort, AL 36527  
(251) 626-7175

## FSSA MEASURER

Robert J. Neff\*  
1032 Old Turkey Point Rd.  
Edgewater, MD 21037  
(410) 798-4146  
neffs@aol.com

## EDITOR, SCOTS 'N' WATER

Lynne 'Sunshine' Hartman  
P.O. Box 1066  
Champaign, IL 61824-1066  
(217) 355-1220  
gw7lynn@aol.com

## DESIGNER (1904-1992)

Gordon K. Douglass

## EXECUTIVE SECRETARY

MaryAnn Crews & Courtney Cantrell  
3008 Millwood Avenue  
Columbia, SC 29205  
(803) 252-5646  
(800) 445-8629  
info@fssa.com

\*Denotes Executive Committee Members

# CONTENTS

2003

Volume 47 Number 1

- 4 From the President
- 4 Where Did They Go?
- 5 Take A Break - Heave To
- 7 FSSA Treasurer Report
- 9 A Time Not Soon Forgotten
- 13 The Case of FS07
- 15 2002 NAC Results

## In Every Issue

- 19 Starting Line
- 22 New Members
- 23 Caveat Emptor

## ADVERTISERS

- |                    |                        |                      |
|--------------------|------------------------|----------------------|
| 2 North Sails      | 12 Flying Scot Racing  | 16 Schurr Sails      |
| 6 Quantum          | 12 Rooke Sails         | 18 Flying Scot, Inc. |
| 8 Fowler Sails     | 14 Sailors' Tailor     | 20 Lake Murray       |
| 10 Midwest Sailing | 14 AlumALight Trailers | Bed & Bath           |

## Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.  
Visit it at <http://www.fssa.com> with your favorite browser.  
The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

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

## Scots 'n Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 6 Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

**Publication Deadlines:** Issue #1, **October 15;** Issue #2 **December 15;** Issue #3, **February 15;** Issue #4, **April 15;** Issue #5, **June 15;** Issue #6, **August 15.**

**Ad Rates:** Call Cara Turner at (800) 445-8629.

**Postmaster:** Please send change of address to Scots 'n Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

**EDITOR: Lynne "Sunshine" Hartman**, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynn@aol.com.

**LAYOUT DESIGN: Nancy H. Cooper. ADVERTISING: Jean Waldrup (800) 445-8629.**

*Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.*

*Cover: 50 inches of snow at Flying Scot Inc.*

# From the President

by Jim Harris, FS 4296



Charlie Fowler of the Florida District has been publishing a District newsletter for some time. The newsletter and his promotion of other activities such as regattas, seminars and fleet building have resulted in Florida becoming our fastest growing District.

Now two more Districts are beginning to publish newsletters. Tom Pinkel, Midwest District Governor, has distributed our first newsletter. In addition, he has contacted many boat owners, established the 2003 regatta schedule and encouraged FSSA membership. Barbara Griffin is planning an Ohio newsletter to be out in 2003. Newsletters are a great way to improve District activities. I encourage the rest of the District governors to follow the lead of Charlie, Tom and Barb.

Kay Summerfield will replace Sunshine Hartman as *Scots'n Water* Editor. Kay and Sunshine will work out the schedule of the transition. For now, continue to send your submissions to Sunshine. Sunshine has had a long and illustrious career as Editor and we will miss her. But more about her in a later issue.

Kay belongs to Toms River Yacht Club, Fleet 162 of the Greater New York District. You who attended the 2001 NAC's at Toms River will remember Kay as the Social Chair Extraordinaire. She and her husband (Fast Eddy) will be at the Midwinters, so it will be an opportunity to get acquainted with our new Editor.

We have rearranged some duties to improve our organization. Charlie Fowler is inaugurating the position of FSSA Membership Chair.

Charlie volunteered for this job and I believe he will grow and improve FSSA. Incidentally, he informed me that all District Governors are members of his committee. Please give Charlie your support and ideas. (See article below).

We now have a permanent International Race Committee (IRC), rather than rotating this important function among the flag officers. This will provide consistency and expertise in this important position. Bill Ross, 1st Vice President, will be the chair of this committee. Bill has excellent qualifications for this job. He is a USSA judge and attends their meetings regularly. He has been the PRO for many regional and national regattas. He has selected the IRC committee and is hard at work to improve our regattas. If you have questions or concerns about the racing at FSSA sanctioned regattas, please contact Bill.

We will discuss these changes at the Midwinters Board of Governors' meeting in March. If you have items you would like brought up, please contact your District Governor.

## Where Did They Go?

by Charlie Fowler, FS 5126

Every year Flying Scot Inc. turns out a number of boats, which means that we will have at least 50 or more new members in FSSA, right? Not necessarily. Our membership has been dwindling for the last 6 years from 2200 plus members in 1997 to just over 1500 today.

This is a situation that your board of directors has been struggling with for the past several years. We are open for suggestions! Just how do we make our Association grow? One of the things your Board has been looking into is to make your membership card more meaningful. Why is it important to belong? We have heard the normal answers: "It is the right thing to do." "The Association plays a major part in keeping up the dollar resale value of our Flying Scots" (This is impor-

tant for everyone.) "You get a *Scots'n Water* 6 times a year." (Is your *Scots'n Water* full of the stuff you want to hear about? Let us hear from you. Yeah, yeah, I know.) Is the *Scots'n Water* of enough value to you to equal your dues?

One of the problems right now is that only members get *Scots'n Water*. We need to reach nonmembers! We don't advertise outside of *Scots'n Water*! Your Board needs to create a more valuable membership card. It could include discounts for card members (for regatta fees, discounts from vendors, and whatever else we can think of. It may start small with the number of vendors, but I would expect the benefits to grow over time.

One of the other problems is lost boats and members. No one keeps track of them now. To the main point: Have you ever

belonged to an organization that did not have a membership committee? Yes, you have. You're in one now - FSSA. A membership committee will be proposed at the Midwinter Meeting. The Membership Committee will be made up basically of your District Governors. This proposal will bring on more work and more importance for your District Governor, whose other major chore will be to keep track of boats and owners within the district. The details will be presented at future meetings.

Again, your Board is open to suggestions, please - helpful suggestions with as much detail as you can put together. Contact your District Governor or me. Our addresses are listed in the front of *Scots 'n Water*.

Have a great sailing season.

# Take a Break - Heave To!

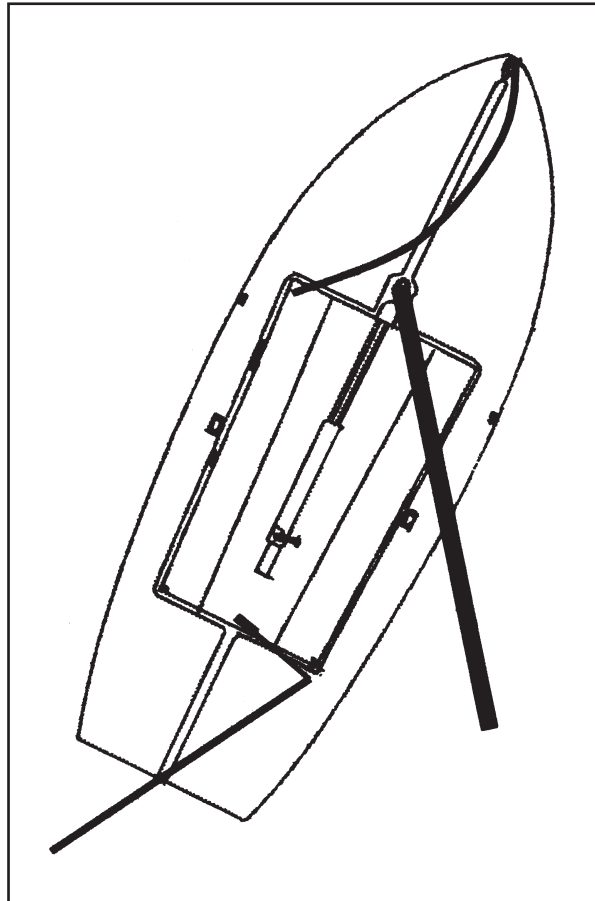
by Harold Levin, FS 3681

Fleet 76, Sharon, MA, runs two races on Lake Massapoag most Sunday afternoons from April through October. We typically have three starts - two Flying Scot fleets and a Daysailor fleet. My wife and I usually finish in the middle of the Flying Scot B fleet. The twenty minutes or so before the next start does not give us enough time to return to the dock for a break.

We've found a good middle ground between actively sailing the boat and letting it drift aimlessly: it's the heave to maneuver. The boat safely sails itself, which gives us a welcome breather. Here's how to do it:

1. Start by sailing close-hauled (these steps assume you start on a port tack).
2. Come about to starboard as you usually would, except:
  - Call out "heave to" instead of "helm's alee" (this is my favorite part).
  - Leave the jib sheet cleated, and
  - Once the boat passes nose to wind, let the main sheet run loose.
3. As the boat reaches about 45 degrees off the wind, center the tiller as you usually would, but this time keep moving it

slowly until the tiller is at the starboard rail. If you move it too fast, the boat will reverse course and turn back to a port tack.



4. Secure the tiller. I loop the tiller tender shock cord around the end of the tiller extension.

The boat is now on a starboard tack with the jib back-winded, the main-sail flapping in the wind, and the tiller over on the starboard side. (See diagram). The boat will oscillate back and forth between about 30 and 65 degrees off the wind as it slowly moves upwind. Here's what's happening: the back-winded jib is causing the boat to fall off, while the rudder is heading it up. As the boat speeds up, the rudder "wins" and the boat heads up. As it heads up, it slows down; the rudder becomes less effective, and the jib "wins" causing the boat to fall off. The boat picks up speed, and the process repeats itself.

In this configuration, the boat sails itself - the crew's only task to watch for other boats. When it's time to head back to the line, follow these steps.

1. Move the tiller back to center.
2. Uncleat the jib and trim it on the starboard side.
3. Trim the main.

So next time you've got a few minutes to kill...heave to, and relax.

## SCOTS'N WATER DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
4/15/03	Volume 47, #3	<b>MICH-ONT GREATER NY</b>	Forest Rogers Josh Goldman	(734) 954-0452 (203) 454-0768	forest@vibrodynamics.com jaglpr@aol.com
6/15/03	Volume 47, #4	<b>CAROLINAS</b>	Larry Vitez	(704) 366-0466	lvitez@carolina.rr.com
8/15/03	Volume 47, #5	<b>PACIFIC</b>	Ken Nelson	(509) 585-4252	greblach@cris.com

Question: What are these men celebrating?

Answer: Flying Scot Racing on Sarasota Bay.

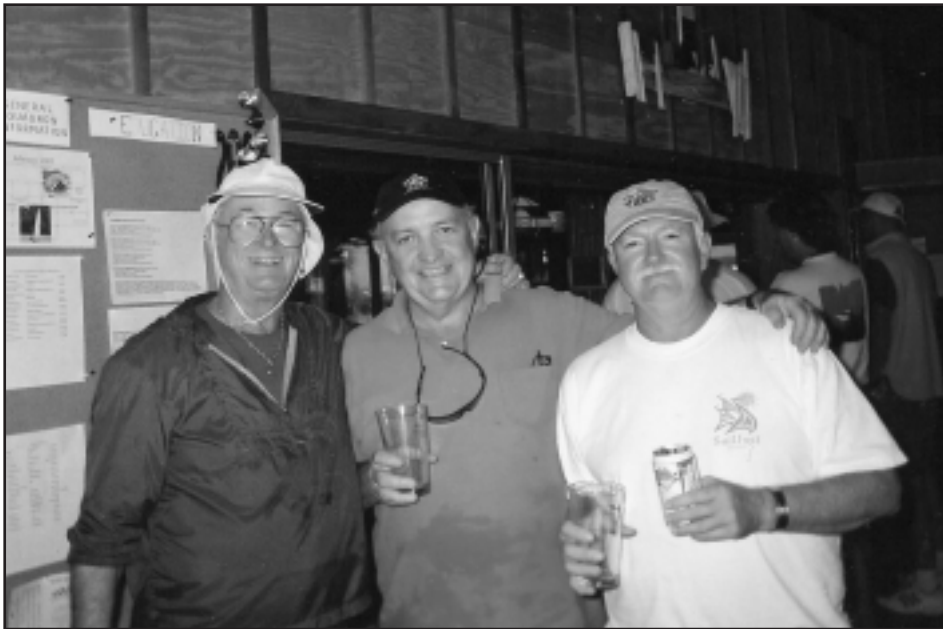


Photo and article submitted by Jeff Penfield

From left to right:

**Al Hersey**, retired business executive and financial consultant, has been the spark plug for the spectacular growth of Fleet 36 from 2 Scots two years ago to 22 today;

**Chuck Koch**, retired internist, has been winning races with or without a jib or tiller extension.

**Ron Pletsch**, marine designer, likes to round the windward mark in first place by starting late and tacking up the middle on every shift.

Seven to twelve Scots on the starting line have made this the largest competitive class on Sarasota Bay.

The best materials, cutting edge designs  
and the race extras. All for considerably  
less \$. Give Quantum a try!

**QUANTUM**  
SAIL DESIGN GROUP  
*Where sailmaking is a performing art*

Quantum San Diego  
*(Formerly Solstad San Diego)*  
619.226.2422

mreynolds@quantumsails.com · www.quantumsails.com/fs

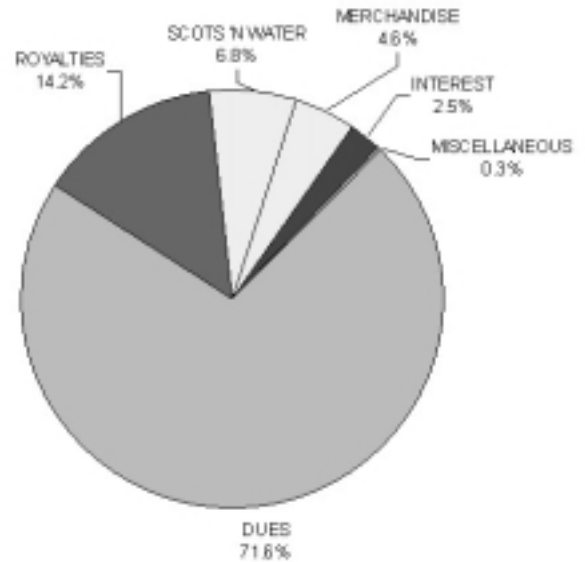
# FSSA Treasurer Report

September 1, 2001 - August 31, 2002

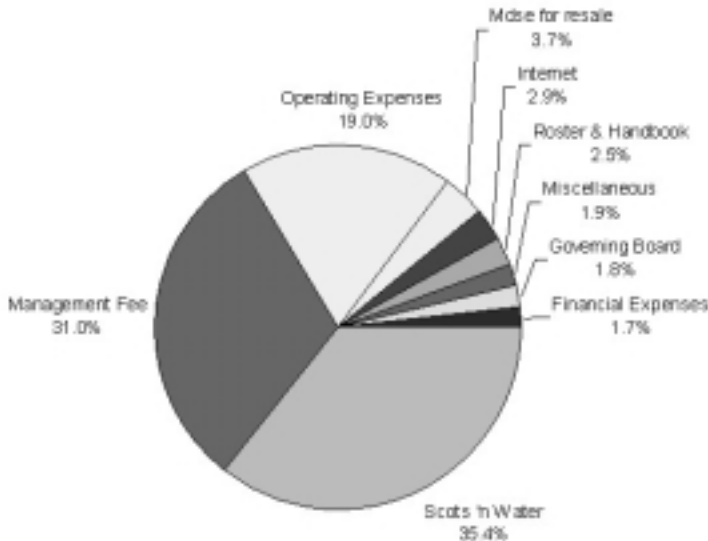
by Susie Stombaugh, FS 2162

Most Scot sailors are probably unfamiliar with the financial aspects of FSSA. The purpose of this report is to present a brief description of how we operate and an overview of our finances. The staff at FSSA headquarters handles all of our financial and accounting needs. They collect dues, royalties, and other income, and they pay all of our bills. As FSSA Treasurer, I review the financial reports prepared by FSSA staff. Each month I receive a packet of information including the account reports and copies of all bills we have paid. I review this information and compare the bills to the account reports.

**INCOME SOURCES**  
5-year average

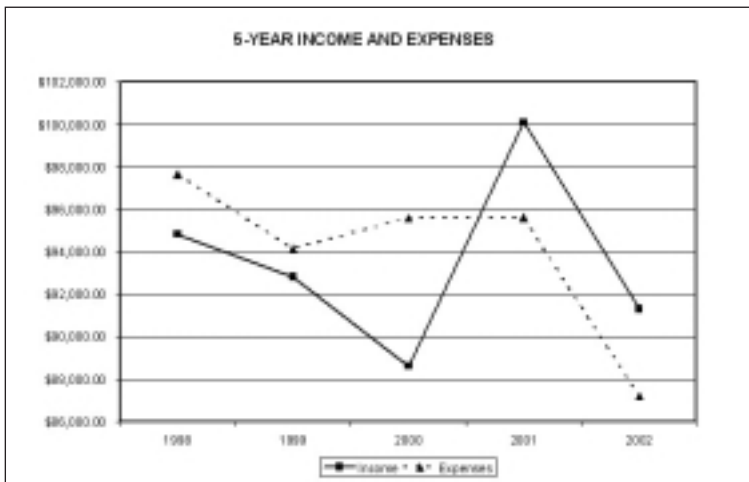


**EXPENSES**  
5-year average



As treasurer, I also track our income and expenses over several years so we can keep the overall financial picture in view. The following graphs help explain our recent financial trends. The two pie charts show where our money comes from and where it goes. The Income vs. Expense graph shows that our income has exceeded our expenses only 2 of the last 5 years. My records indicate over the last 7 years, we have broken even. The Dues Income graph shows our 2001-2 membership was down from the previous year, but as of January 31, 2003, we are ahead of where we were last year. The 5-Year Income Trends graph shows our income from various sources over the last 5 years. The 5-Year Expense Trends graphs show how our expenses have varied over the past 5 years. FSSA officers and staff are doing their best to reduce expenses. They are also working very hard to increase our membership so as to increase our income from dues.

**5-YEAR INCOME AND EXPENSES**



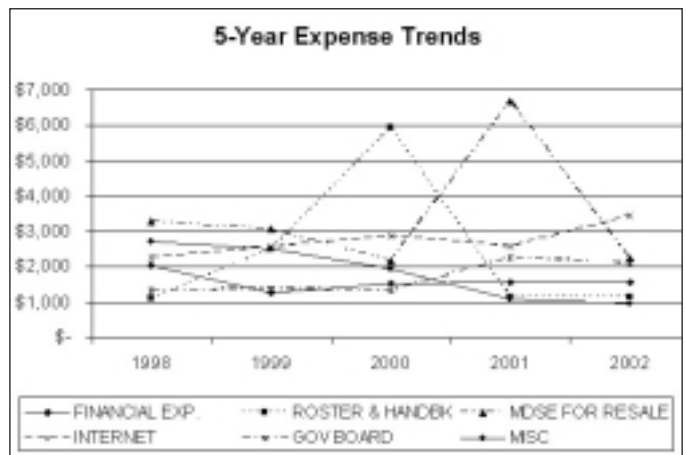
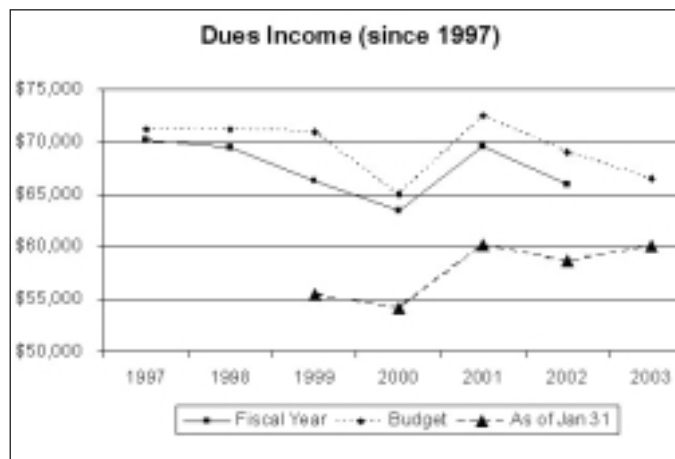
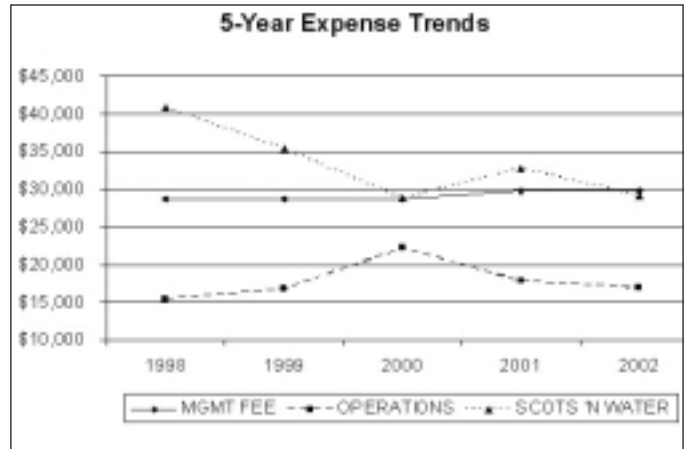
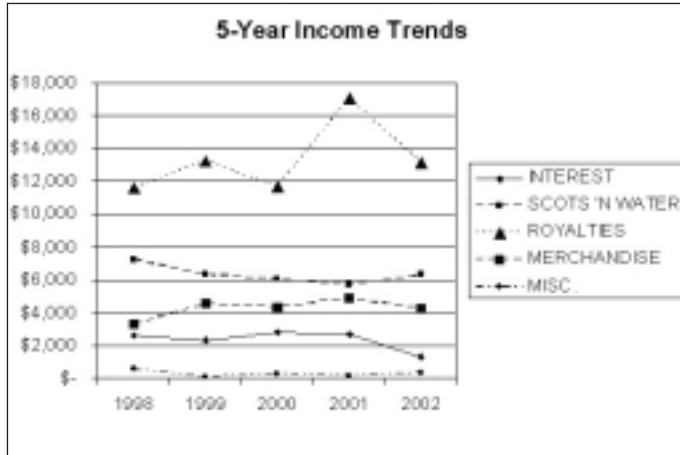
Continued on page 8

Continued from page 7

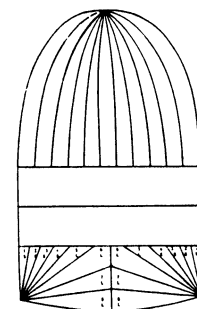
Here is a summary of the 2001-2002 Fiscal Year:

Income \$91,305.56  
 Expenses \$87,212.40  
 Difference \$4,093.16  
 Total Balance as of 8/31/02 \$48,791.44

If you have any questions or concerns regarding our finances, please feel free to contact Susie Stombaugh at fs2162@psualum.com.



Brighten your sailing -- choose our Flying Colors triradial spinnaker. Improve your speed with your color customized chute.



**Fowler Sails, Inc.**

3803 N.W. 25th Ave.  
 Miami, Florida 33142  
 Phone (305) 638-8885  
 Fax (305) 636-2620  
 fowlsail@gate.net  
 www.fowler-sails.qpg.com

Making Flying Scot sails since 1974  
 Flying Colors JCF/3  
 Mainsail model JC-2  
 Jib model NWF-1  
 Contact us for prices and spinnaker color options



# A Time Not Soon Forgotten (Based on a True Story)

by Shirley Schroeder

Reprinted with permission from Northern Breezes Magazine

“Oh, things couldn’t be better. Ten mph winds, blue sky with white fluffy clouds, Oshkosh here we come,” Lana said, her golden brown eyes shining. “You sure know how to pick the weekends, Steve.”

Steve winked at her and grinned. Then he adjusted the main of their 19 ft. Flying Scot sailboat and pointed a bit higher into the wind. They’d planned to take this trip for weeks. The weather forecast showed possible thunderstorms late in the day but he was sure they’d taken off early enough to beat them.

Two hours into the three-hour trip south, winds picked up and the clouds became thick and dark. It started to rain. Steve looked to the west and saw a flicker of lightning and heard the corresponding rumble of thunder. As they tacked upwind, he heeled the boat as much as possible to avoid attracting lightning to the 25 ft. mast. The wind continued to increase to 20 mph with gusts up to 25 as dark clouds marched across the sky.

“Coming about,” Steve shouted. Lana jumped down, swung herself under the boom and scrambled to the high side while the boat flopped to its new position. As the Scot pounded through three foot waves, she yanked the jib sheet into its cleat and quickly grabbed the sidestay to hold herself on the high side. She’d no more get set and Steve would tack again and more waves would pound over her. Back and forth they struggled, continuing to heel close to 45 degrees and yet keep the boat upright.

Thirty minutes later, Lana pointed ahead and shouted above the wind and waves, “Isn’t that the harbor to the Pioneer?” Steve took a glance and nodded. Heaving a sigh of relief, he tacked once again.

The couple docked and hastily tore the sails down. The thunder and lightning had

stopped but the rain continued. How glad they were for their reservations at the resort. Dry clothes were just a few minutes away.

The next morning Steve frowned as he checked the weather. Treetops were whipping back and forth. The sky showed patches of blue with scattered gray clouds and they were moving smartly across the sky. The channel showed only ripples but when he looked out on the lake, he saw whitecaps. Winds had to be near 30 mph. Now what!

Over breakfast the couple discussed their plans.

“I checked the weather forecast and there are no storms today. Winds are out of the southwest at 25 mph with gusts to 30. That means a broad reach all the way home.”

Lana scowled and said, “Are you sure it’s the whole way?”

When the waitress set their plates before them she remarked, “You aren’t thinking of going out in this wild weather, are you?”

Steve glanced up at her and said, “Appreciate your concern, but we won’t be doing much tacking where we’re going. Upwind would certainly be out of the question in this kind of wind but the boat will stay pretty flat on a broad reach. We should be OK.”

The waitress raised her eyebrows, “If you say so. Good luck.” She shook her head and left.

Lana looked at Steve and with a wry smile said, “If you think we’ll be OK, let’s go.”

As the two readied their boat, they couldn’t help but notice they were the only ones preparing to sail.

Sue’s phone rang at 9:00 that beautiful Sunday morning and she ran to answer it.

“Hi Sue. Are you ready? Winds are great for trying out my new Cat. I’ve got everything together. Can you meet me at the dock in half an hour?”

“Sounds great, Hal. I’m really excited but are you sure it isn’t too windy? Remember, I’ve never sailed before so I don’t want that boat going too fast.”

“Naw. Winds like this make sailing fun. Yesterday when I went with the salesman he told me this boat will handle anything this lake can give me. We’ll be fine. See you soon.”

He hung up the phone and gathered up his tiller, sail bag, sunscreen and headed for the door. Then he remembered the law about the life preservers and ran back to grab the two hanging by the door of his boathouse.

He’d just gotten the sail up when Sue arrived. She ran toward him, her long blond hair flying in the wind. She kissed his tanned cheek and said, “Where do you want me? In the middle of that canvas?”

Hal chuckled and said, “Anywhere’s fine.”

Sue stepped on and immediately sat down. Hal handed her the life preservers and the rest of their gear. He then untied the bowline from the dock and pushed off.

Hal pulled the mainsheet in and the cat moved out. When he tried to tack he found it hard to keep the boat flat and decided maybe it’d be easier to handle things if he got away from the shoreline and out into the open waters. He turned the tiller and the cat sprang forward. Within minutes they were well out into the lake.

The boat seemed to plow through the waves and Sue held her breath as the water splashed over her. Soon she and Hal were soaking wet. She hung onto the side rails, trying not to show how scared she felt.

*Continued on page 10*

Continued from page 9

When Hal tacked again a gust caught the sail and flipped the Cat. He, Sue and all their belongings flew in different directions. Hal swam toward the overturned Cat only to find it elude him in the heavy winds. He swam harder but it kept just out of his reach. When he knew he couldn't possibly catch the boat, he turned and swam back to Sue. She was treading water while waves pounded over her. As he swam toward her he grabbed one of the life preservers. He took it to her and together they clung to the only thing that would help them.

"Boy, this is a gusty one, George. Got any calls about trouble on the lake yet today?"

"Nope, but it's early yet. Most people won't go out until this afternoon. Any sense, they'd stay home today or go to a movie. But not around here. We have some real daredevils don't we?"

George and Jake were on duty at the Sheriff's office that Sunday morning. Included in their usual routine was keeping an eye on the lake. They often patrolled the waters checking on the fishermen and helping any boats that needed assistance.

When Steve raised the mainsail, he noticed an elderly gentleman walking slowly toward him.

"You sailed long, Bud?" the gentleman asked.

"Oh about seven years now. How about you?"

"Used to. Not up to it anymore. Sure you want to go out in this stuff today?"

"Well, we gave it a lot of thought and although I wouldn't normally do it, our destination is about twenty miles north of here so we're going to be sailing on a broad reach the entire way. It's going to be rough getting out of the channel but once we're out in the lake and head north we'll be fine."

"Oh. I see. Well, won't worry about ya then. Have yerself a safe trip."

"Thanks. We will."

Lana struggled the suitcase to the dock and Steve stored it under the back deck. Then she loosened the bowline, shoved the bow of the boat away from the dock and leaped on the deck. She barely got down in the boat when a gust caused it to heel sharply. Steve quickly shoved the tiller starboard and the boat leveled off. Back and forth they tacked, lines flapping on the mast, sails whipping wildly as the boat swung to each new position. This flopping back and forth continued all the way down the channel. When they were finally well out into the lake, Steve swung the bow north. The boat flattened out, the sails filled and everything quieted down.

Sue gasped as she once again sank under the cold water. She came up sputtering and gasping. Hal grabbed her around the waist and started talking.

"Hang on, Sue. We're going to be OK as long as we hold onto this life preserver. If



## Midwest Sailing

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.  
Pinckney, Michigan 48169-9430  
734-426-4155 Fax 734-426-5532  
www.ms-pyc.com  
e-mail: sail@ms-pyc.com

**NOW IS THE TIME TO UPDATE YOUR FLYING SCOT** with custom rigging kits from **Midwest Sailing**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

A **NEW MIDWEST SAILING FLYING SCOT** is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

**"PREVIOUSLY OWNED" SCOTS.** Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Sailing's** one year warranty. Call us today for our current listings.

**BOAT HOISTS.** Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

**SPECIAL SCOT SERVICES.** We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

**SAILING SPECIALISTS.** **Midwest Sailing** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter*. Please call, fax or e-mail us for details and prices today.

**WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.**

only I could have gotten both of them instead of just one.”

Sue whimpered and tried to hold back tears as she clung to Hal and the life preserver.

“Let’s try swimming toward shore.”

“I - I do - don’t know. I’m so tired. The way - waves keep pounding me,” she sputtered.

“Well, why don’t we try, huh?”

Hal looked longingly down the lake at his catamaran growing smaller and smaller as the wind blew it further and further away from them. Their only chance to survive was to make it to shore and that seemed like miles away too. There was nothing else to do but try.

George hung up the phone and scowled at the notes he’d taken. “Jake. Get the boat out. Hurry. Just got a call from a Mrs. Johannes who lives on the lake. There’s a catamaran lying on its side in front of her house. Be sure the lifeline with the long line is in the boat. You stay with the phone. I’ll check this out.”

As Steve and Lana settled in for the long trip home, they looked ahead and saw what appeared to be a square-sailed vessel way off in the distance.

“Look,” said Lana pointing ahead, “See that weird sail up there? Looks like a Chinese Junk. Ever seen one of those on these waters?”

“No, Sure looks strange, doesn’t it?”

About twenty minutes into their trip, Steve looked off to his right and frowned. He thought he heard something. He shielded his eyes from the glare of the morning sun, and looked again. Then he heard voices.

“Look,” he shouted. “Over there. Somebody’s in the water.”

Lana shielded her eyes and squinted into the sun. “Where?”

“There!” He said pointing again. “We’re tacking. Bring in the jib.”

He swung the boat east and the sails strained against the heavy winds. Lana yanked the jib in and climbed up on the high side.

They slowly made their way to the bobbing, screaming Hal and Sue. When they reached their side, they eased the sheets and the boat slowed. Hal grabbed the side of the boat with his muscular arms and climbed inside. While Steve

worked the sail to keep the boat flat, Hal and Lana struggled to lift the shivering, limp Sue over the side of the boat and on to the floor. She was pale and her lips were blue. She was covered with goosebumps and shaking. Lana grabbed a jacket and covered her. Sue muttered, “Oh thank God you came along. Thank God.”

“That sail ahead,” said Steve. “Now I get it. It’s no sail but the bottom of your over-turned catamaran.”

“That’s right,” Hal gasped, his breathing still heavy from the ordeal in the water. “Sail caught a gust of wind and flipped. Have no idea just how long we were in the water but it seemed an eternity. Sue was getting weaker every minute. I don’t think she could have held on much longer. You have no idea how good your sail looked when we saw it coming.”

“I’ll bet,” Steve said as he pulled the mainsheet in. He maneuvered the boat to as many of Hal and Sue’s belonging as they could find and then headed for the overturned cat.

When they neared the Cat, they noticed a motorboat circling around. It started toward them as Steve and Lana let the sails go to slow the boat.

“Hal, are you sure you want to sail your Cat back? We’ll be glad to tow it in and take you two back to your dock,” Steve said.

“No, we’ll be OK now. I just shouldn’t have taken a new boat out so far until I knew her better. Let me get it righted and we’ll be on our way. This time, we hug the shore.”

Hal jumped in the water. He grabbed a line, threw it over the cat and then swam around and pulled on it. The cat came upright and rocked back and forth. Hal swung her into the wind and climbed on. He held the main sheet to steady the boat for Sue to board.

Lana helped Sue into the remaining life preserver and said, “Are you sure you’re OK, Sue?”

Sue nodded slightly and with a weak smile said, “I think so. Thanks so very much for helping us.”

While Hal and Steve hovered their boats together, George steered his motorboat up to them and asked if there was anything he could do. Both skippers

assured him everything was now under control.

“I’ve been searching for you people for some time,” he said. “Sure glad you’re OK. Maybe I’d better follow you in just to be on the safe side.”

Hal thanked him and then pulled the mainsheet in and sailed toward the shore.

Steve headed the Scot north. When underway, he glanced back to see the catamaran hugging the shoreline and slowly moving south. He said, “Good thing we decided to go home today, huh?” Lana nodded and after a brief pause added, “They’re not going to forget this ordeal any time soon. Wonder if they learned anything?”

When George returned to the dock, he moored the boat and went into his office to write his report.

As he pondered the situation he couldn’t help but feel he’d made a mistake in his search methods. He leaned back in his chair and sat deep in thought for quite some time. Then he said, “You know, Jake, I really learned something today.”

“What’s that?”

“Well, I probably circled around the overturned boat too long. Should have taken into account those strong winds. Heavy as they were and the position that Cat was in, on its side and all, I should have looked directly upwind. If that daysailor hadn’t come along, well, I doubt they’d have made it.”

“You’re probably right but hey, they’re OK so don’t beat on yourself so much.”

George shook his head and then leaned forward, picked up his pencil and wrote out his report.

*Shirley Schroeder is a freelance writer from Wisconsin.*

**MasterHelper \$129.95 ea. \_\_\_Qty.**

Innovative Flying Scot Mast Stepping device. It takes the work out of Stepping the Flying Scot mast. Allows young, old, short or tall to step the Flying Scot mast in under 15 minutes with one person.  
Yours for \$129.95 + (S&H \$15 ea.)

**These make  
GREAT GIFTS  
Call Today  
212-337-3446**



**Flying Scot Calendar \$12.00 ea. \_\_\_Qty.**

**New** from Flying Scot Racing is this 12 month full color wall calendar that is filled with information from upcoming regattas to tips and tricks that will make you go *FAST*. Yours for \$12.00 + (S&H \$3 ea.)



**JANUARY**

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**Total Amount (Add S&H) \$ \_\_\_\_\_**  
**Ship to Address & Phone: \_\_\_\_\_**

**Clip this ad and Mail to: Flying Scot Racing, Attn: Dan Neff • 349 Ward Ave. • South Amboy, NJ 08879**

**Visit us on the web at [www.flyingscotracing.com](http://www.flyingscotracing.com) and order your Calendar and MasterHelper today!  
Call 212-337-3446.**

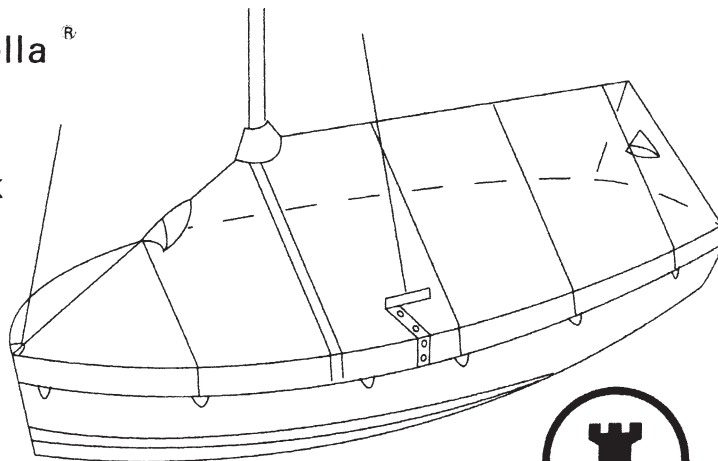
Flying Scot® and the Flying Scot logo are registered trademarks of Flying Scot, Inc.

# Acrylic Flying Scot Covers

- made with 1st quality Sunbrella®
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

## Features

- Cover has a tent-like fit
- Delrin zippers with flap
- Velcro enclosures for stays
- Hooded mesh vents
- Loops along hem for tie-down
- Hidden seams for UV resistance
- Heat cut edges will not fray
- Flat covers also available



## ROOKE SAILS

1744 Prescott  
Memphis, TN 38111  
(901)744-8500  
[www.rookesails.com](http://www.rookesails.com)

## Options

- UV proof Goretex thread
- Drawstring/shockcord in hem
- Sail # installation
- Custom multi-color panels/trim

## Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522

# The Case of FS07

by Derrick Lonsdale, FS 3907

The article by Tony Minniti in Volume 46, Issue # 6, of Scots n'Water prompted me to offer some more information about my first Flying Scot, # 7. In 1961 I was crewing for Tom Meaney at Edgewater Yacht Club in Cleveland, Ohio. Tom later became F/S president and I later became secretary for 1 year.

I was impressed with the Flying Scot and could not wait to get my own boat. In 1962 I had the opportunity to purchase # 7. It was then owned by a member of the Taft family who had been using it as a "picnic boat" in Vermilion on the shore of Lake Erie.

I acquired the boat, two sets of sails, a trailer, and a canvas cover for winter use, for \$1800.00, purchased a spinnaker and started to participate in the Edgewater Club races. One day, Tom Meaney told me that # 24 had been sold by Howard Taylor to George Spencer and that Howard still had a suit of Thomas sails in his attic that he might sell to me. I knew Howard and I called him one evening. It happened that he was at a party and I asked him whether the sails from #24 might be for sale. He was generous enough to give them to me and I started to use these sails in preference to the baggy Boston sails that I had acquired with #7.

They were incredibly flat but seemed to move the boat well in all weathers. We did not have an adjustable outhaul and the leach of the main was fastened to the end of the boom with a "pigtail." It has always seemed to me such a shame that we have constantly introduced gadgets and technology that have complicated the whole business of sailing this great boat. I think that Sandy's philosophy was right. Rig the boat the same as all the others and may the best crew win. Admittedly, it is not as complex as in other classes but it is still too much part of the game. Anyway, with my wife, Adele, as crew, sometimes with one of my kids, we rapidly became one of the leading boats in the fleet that included Warner Williams, owner of an early Scot, Ken Perkins who owned # 11 and George Spencer who owned #24. George, who is now retired in Florida still owned # 24 the last time that I spoke to him.

With my "free" sails and my wife and one young son crewing with me, we won the District Nationals at Port Clinton, we thought in about 1965 or 66 as near as we can remember. On the last leg of the second race, I asked Adele to put up the spinnaker. She refused since she felt that the wind speed was too great. I am not sure, to this day, how we managed it, but I did get the spinnaker up and # 7 took off like a scalded cat. We made the boat in the lead look as though it was dawdling and raced to an exciting first place that gave us the low points eventually to win the 3-day series.

One of the unbreakable rules at Port Clinton for all fleets was that the first three boats in any race had to sail past the committee boat on the finishing line and show all the safety equipment

on board. If a lead boat failed to do this it would result in automatic disqualification for that race. Naturally, every boat made sure that this equipment was on board, just in case it came in within the first three.

As we sailed some hundreds of feet past the committee boat and as we were showing our equipment, the skipper of the race committee, who was standing on the flying bridge, shouted "Catch this!" His arm went back and he hurled the empty case from the shell that had been used to fire the winning gun. Even though we were moving fast, his throw was so accurate that I caught it in my hands. When a little piece came out in the local paper about our first place in the regatta, I cut it out and wrapped it around the empty shell case. It is by far and away my most treasured trophy and has a place of honor to this day in my home. I once beat Sandy Douglass at the Deep Creek regatta in one race, a very proud moment even though I was sure that he made a deliberate mistake to see me win! I remember a boat coming out from the shore in front of the club to talk to us because he was amazed that such an early boat could come in first in a race.

What was it about # 7 that made it the best boat I have owned? Was it because it was built by Eric Ammann himself in about 1958, or thereabouts, when he had just started to work with Sandy in Cleveland? Was it because it was lightly built? I remember that when I was sailing on Lake Erie at sundown, the setting sun would light up the hull under the foredeck and it would look like one of those pumpkins that we light up at Hallow E'en! Perhaps the most important feature was that the early boats were equipped with very stiff, well built masts. When I eventually sold #7, a friend advised me to keep the mast because they were unavailable by then and Sandy had switched to another make of mast that could easily be bent in a strong wind. Unfortunately I did not do that and I soon realized the difference in masts when I sailed my updated purchase. When, to my surprise, #7 turned up at Cowan Lake in Ohio for Sandy's 25th anniversary of building the Flying Scot, I was sorely tempted to buy her again. Unfortunately, I became aware that she had been parked on a beach at Deep Creek by a subsequent owner and the bottom needed a lot of work for it to be competitive.

I might say that I eventually sold #7 back to Sandy for a price that I could not resist. The very beautiful, custom, color-coded #2907 with which I replaced it was not as good a sailer. I was pretty sure that Sandy wanted as many of the early boats that he could lay his hands on to have them at Deep Creek as a fitting commercial for the class. After a few years, I sold that boat and

*Continued on page 14*

## AlumaLight® Custom Flying Scot Trailers

### Next Generation "WESCO"

- Aluminum alloy; 4.5" I-Beam main platform, Square Tube cross members
- Low profile, Wide platform, can enter boat from trailer, no ladder required!
- Self-aligning boat recovery system, no need for "boat hook" positioning!
- Torsion Axles, no leaf springs, U-bolt/pin construction, no welds
- Heavy duty winch and tongue jack, optional wheeling bearing systems

### Full Specifications Available

**AlumaLight Trailers**  
**(803) 240-4333**  
**(803) 345-6177 Fax**  
**AlumaLight@aol.com**

*Continued from page 13*

picked up 3907, that I still race at Berlin Yacht Club in Ohio. Notice the fact that both these boats retained the number 7 "for luck."

Perhaps the reader can glimpse the nostalgia that was triggered by the article in which # 7 was mentioned. It seems that a boat should never be loved like that, since it is an "inanimate object," but that is not the way sailors operate. A boat has its own personality and its association with family life and many adventures over the years become treasured memories. Not the least of those memories are those of Sandy, Mary and Eric with whom we became personal friends. When Eric came to crew with Sandy in Cleveland for the Nationals, he stayed with us and actually helped us to do our son's paper route before we went down to Edgewater Yacht Club. There is no doubt at all that the Flying Scot and all its treasured associations have enriched our lives and I expect that my present boat, # 3907, will pass to my elder son in the near future.

## Acrylic covers last "Twice as Long"?... Twice as long as what?

### 6 STYLES:

**MOORING** FROM \$437  
FULL DECK COVER FOR TRAILING  
(PICTURED)

**TRAILING/MOORING** FROM \$381  
FULL DECK COVER FOR TRAILING &/OR  
FITS WITH MAST UP

**SKIRTED** FROM \$495  
BOTH TRAILING & MOORING VERSIONS

**COCKPIT** FROM \$276  
BOOM TENT THAT COVERS FROM MAST  
OF TRANSOM

**BOTTOM COVER** \$354  
SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

**RUDDER COVER:**  
FLANNEL LINED \$51  
FOAM PADDED \$66

### Here are the simple facts:

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

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

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

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

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



**INVEST IN THE BEST!**

**VISA/MC ORDERS CALL  
SANDY: (800) 800-6050**

 **The Sailors' Tailor**

1480-ss West Spring Valley-Paint Road, Spring Valley, OH 45370  
www.beanbag.com

# North American Championship 2002 Results

## Pensacola Yacht Club, FL • July 21 - 25

Due to bad weather only three races were held in each division. The racing was held as follows: Sunday, 21 July - It rained all day. No races were held. The Women's regatta was rescheduled to Tuesday. The Junior Regatta was sailed on October 20, 2002. Monday 22 July - Three qualifying races were held to determine the entrants for the Championship and Challenger divisions. Tuesday, 23 July - The Women's regatta was held. Championship and Challenger crews were given a lay day. Wednesday, 24 July - It rained all day. No races were held. Thursday, 25 July - Three races were held for the Championship and Challenger Divisions.

### CHAMPIONSHIP DIVISION

Place	SKIPPER	CREW1	CREW2	ADDRESS	SAIL #	RACE 1	RACE 2	RACE 3	TOTAL
1	Draheim, Bill	Natalie Mauney	Scott Mauney	Rockwall, TX	5346	1	4	2	7
2	Dane, John F.	Schaffer Dane	Owen	New Orleans, LA	GYA 31	4	1	4	9
3	Dane, John III	Leslie Dane	Olivia KaiglerPass	Christian, MS	GYA 35	5	2	6	13
4	Wade, Richard	Jennifer Meredith	Scott Wade	Dallas, TX	5471	6	8	1	15
5	Brennan, Donne	Sara Hall	Terri Swift	Mobile, AL	GYA 42	2	10	3	15
6	Carpenter, Harry	Carrie Carpenter	Meredith Dodd	Oakland, MD	5419	12	3	10	25
7	McMillan, Niel	Andrew McMillan	Stuart McMillan	Pensacola, FL	5107	14	11	8	33
8	Faget, William	BenzDavid Zaheny	Bernadette Tadero	Metairie, LA	LAGYA 101	3	5	26	34
9	Lawton, Thomas	Brian Bolin	Laura Bolin	Black Mt, NC	3035	7	22	5	34.1
10	Roberts, Michael	Stacey Roberts		Largo, FL	5040	18	9	7	34.2
11	Taggart, Larry (M)	Carrie Berger	Nancy Claypool	New Orleans, LA	4510	20	6	12	38
12	Jones, Ralph	Rick Swazey		Dallas, TX	5417	9	12	17	38
13	Pletsch, Ron (M)	Marie Pletsch		Sarasota, FL	2068	8	15	18	41
14	Grayson, Richard	Alex Cooke		Charlotte, NC	4931	13	13	16	42
15	Brake, Joseph	Mathew Filler		Beaufort, NC	3091	15	16	14	45
16	Comen, Steve	Renee Comen		Plano, TX	5330	10	17	19	46
17	Miller, Thomas	Melissa Miller	Kris Ridgway	Rockwall, TX	4660	19	19	9	47
18	Leggette, Jim	Mike Funk		Brandon, MS	1518	17	21	11	49
19	Vogler, Bill	Carol Aljets		Bloomington, IL	5182	16	20	15	51
20	Pinkel, Thomas	Dana Patton		Belleville, IL	3076	23	7	21	51
21	Bachelor, Dave	Tricia Batchelor		Cary, NC	4171	11	18	26	55
22	Fowler, Charlie (M)	Nancy Fowler		Miami, FL	5126	22	14	20	56
23	Gough, Bob (M)	John Diggins		Bedford, TX	5225	21	24	13	58
24	Roberston, Bill	Bob Ives		Hixson, TN	5075	24	23	22	69
25	Sullivan, Michael (M)	Michael Bib	Alex Bib	Highland, IL	4300	26	26	26	78

(M) denotes master skipper - age 55 or older

### SENIOR'S DIVISION (AGES OF THE SKIPPER AND ONE CREW MEMBER = 120 OR MORE)

Place	SKIPPER	CREW1	CREW2	ADDRESS	SAIL #	RACE 1	RACE 2	RACE 3	TOTAL
1	Knight, Bernie	Dan Owscarczack		Milton, FL	4115	1	2	1	4
2	Harris, Jim	Betty Struckhoff	Peggy Woodworth	St Louis, MO	5430	2	1	2	5
3	Reich, Harry	Richard Condrey		Birmingham, AL	1784	3	3	3	9
4	Hott, Donald C.	Charlotte Hott		Keyser, WV	3029	4	4	4	12

Continued on page 17

# SCHURR SAILS

*Excellence in Design, Fabrication & Service*

## Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

## Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

## Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

*For more information call Steve Bellows, your Flying Scot Sailmaker*

Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

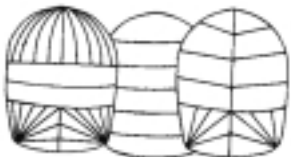
4.4 oz. Racing Cloth     5.3 oz. Cruising Cloth    Number Color:  Red;  Blue;  Green;  Black;  White

<input type="checkbox"/> Mainsail	\$710	<input type="checkbox"/> Jib Radials	\$40	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Radials	\$100	<input type="checkbox"/> Jib Window	\$20	<input type="checkbox"/> Spinnaker Turtle	\$15
<input type="checkbox"/> Mainsail Reef	\$55	<input type="checkbox"/> Telltale Window	\$15	<input type="checkbox"/> Mainsail Cover	\$120
<input type="checkbox"/> Mainsail Foot Shelf	\$50	<input type="checkbox"/> Spinnaker-Crosscut	\$398	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$510	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$300	<input type="checkbox"/> Spinnaker-Biradial	\$510	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

We would like a 50% deposit with order and balance upon delivery.

### Mark Colors On Diagrams



TRIRADIAL    CROSS-CUT    BIRADIAL

### SPINNAKER COLORS

Black	Orange
Grey	Coast Gold
Natural	Yellow
Purple	FL-Yellow
Lt. Blue	FL-Green
Ocean Blue	FL-Pink
Green	FL-Orange
Dk. Blue	FL-Raspberry
Red	



*Pensacola Loft*  
490 South 'L' Street  
Pensacola, Florida 32501  
850/438.9354 / Fax: 850/438.8711  
e-mail: [loft@schurrsails.com](mailto:loft@schurrsails.com)  
<http://schurrsails.com>



**CHALLENGER DIVISION**

Place	SKIPPER	CREW1	CREW2	ADDRESS	SAIL #	RACE 1	RACE 2	RACE 3	TOTAL
1	Gerry, Frank	Marianne Gerry		Aurora, IL	5015	5	1	2	8
2	Sylvester, Pete (M)	Chris Sylvester		Panama City, FL	4738	2	2	4	8
3	Sansom, Doug	Andrew Egan		Gulf Breeze, FL	GYA 11	10	6	1	17
4	Hersey, Al (M)	Sammy Trahan		Sarasota, FL	13	1	12	8	21
5	New, Bob (M)	Michael Mittman		Merritt Island, FL	5143	6	8	9	23
6	Price, Charles "Bud"	Chuck Price	Joe Price	Ft Lauderdale, FL	4156	3	7	14	24
7	Bamer, Felicia (M)	Janet Dooley		Manchester, MO	3882	14	9	7	30
8	McClurkin, Jack (M)	Greg McClurkin		Hoffmann Estates, IL	5404	4	3	26	33
9	Moore, Paul (M)	Paul More III		Ballwin, MO	5000	19	13	3	35
10	Richards, Frank	Bruce Faust	Bob Vickery	Dallas, TX	4493	16	17	5	38
11	Buffington, Charles	Sarah Buffington	Ashley Dodd	Pittsburgh, PA	5347	9	4	26	39
12	Caraher, Mark	Paul Weatherford		Mobile, AL	GYA 49	20	15	6	41
13	Lane, Jerry	Gene Lane		Mooreville, NC	4088	11	16	16	43
14	Clark, Tom	Stewart Cofield		Chattanooga, TN	3689	12	5	26	43
15	Latell, Jerry	Andrea Latell		Irvington, VA	2398	8	10	26	44
16	Ross, Bill (M)	Don Smith	Chris Kicinski	Mooreville, NC	5210	13	19	10	44
17	Jacobsen, David (M)	Peter Beam		Woodbury, CT	4937	7	14	26	47
18	Mittmann, Greta	Tracy Aber	Teresa Morris	Dallas, TX	5480	18	11	26	55
19	Eudy, Mike	Kathy Eudy		Concord, NC	3845	21	22	12	55
20	Jenkins, R. Willson	Bonnie Jenkins	Karen Tompson	Florence, AL	2979	22	26	11	61
21	Justus, Susan	Kai Kunnapas	Roland Foerster	Dallas, TX	1418	15	20	26	61
22	Johnson, Ken	Jack Yoes	Susan Sylvesster	Stoughton, WI	2981	23	23	15	61
23	Domagala, John	Suzie Domagala		Louisville, KY	3577	17	18	26	61
24	Clark, Bill	Pat Swan		Maryland Hgts, MO	5270	24	21	26	71
25	Mason, Billy	Carey Hodges	Shannon Madison	anama City, FL	GYA 66	26	26	26	78

(M) denotes master skipper - age 55 or older

**WOMEN'S DIVISION**

Place	SKIPPER	CREW1	CREW2	ADDRESS	SAIL #	RACE 1	RACE 2	RACE 3	TOTAL
1	Swift, Terry	Sara Hall	Benedette Tadero	Mobile, AL	GYA 42	2	1	1	4
2	Dane, Leslie			Pass Christian, MS	GYA 35	1	2	2	5
3	Mittman, Greta	Jennifer Meredith	Teresa Morris	Dallas, TX	5480	3	4	3	10
4	Kunnapas, Kai	Susan Justus	Renee Comen	Dallas, TX	1418	5	3	4	12
5	Comen, Masie	Steve Comen		Plano, TX	5330	4	5	5	14
6	Dodd, Meredith	Ashley Dodd	Carrie Carpenter	Pittsburgh, PA	5419	11	11	11	33
7	Killeen, Shelly	Jennifer Schmidt	Shirley Charbonnet	Pass Christian, MS	GYA 31	11	11	11	33
8	Sullivan, Edie	Chris Kicinski		Charlotte, NC	5210	11	11	11	33
9	Domagala, Suzie	Ellen Fitzgibbon	Cylle Rowell	Louisville, KY	3577	11	11	11	33
10	Bamer, Felicia	Janet Dooley		St. Louis, MO	3882	11	11	11	33

**JUNIOR'S DIVISION (sailed on October 20, 2002)N**

Place	SKIPPER	CREW1	CREW2	RACE 1	RACE 2	TOTAL
1	Eagan, Andrew	Taylor, Gary	Benvenuti, Jackson	1	1	2
2	Santa Cruz, Katherine	Santa Cruz, Randy		2	2	4
2	Brewer, Adam	Brewer, Ana	Whitehurst, Lauren	3	3	6

# FLYING SCOT®

**Free Ways to Order...** Phone: 800-864-7208  
Fax: 888-442-4943 or E-mail: info@flyingscot.com

**Free UPS Ground Shipping...** on orders over \$100 net and under 20 lbs. and under 50" in length.

**Competitive Low Prices...** on many items from Harken, Ronstan, and others that sailors like most. Support your builder by ordering what you need for your Scot from the people who know it best, and feel good about the price you are paying.

**New Flying Scots Built to Order...** Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Flying Scot for everyone - from daysailer to national champ. Order your new Flying Scot rigged just the way you like it.

**Bring New Life to Your Old Flying Scot...** with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment - trade it for a new one!

## Ronstan Fixed X-10

### Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

**\$38.25**

Clip to hold extension to tiller.

**\$1.95**

## Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

**\$65.70**

Clip to hold extension to tiller.

**\$2.55**

## Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

**\$198.00**

## Coming Soon:

### Carbon Fiber Spinnaker Pole...

Call For Details!

## Flying Scot® Embroidered Shirts & Caps...

**100% Cotton Blue Denim Shirt.** Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL

**\$45.00**

**Classic Polo Shirt.** 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XL

**\$28.00**

**Poplin Cap.** The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

**\$9.00**

**Brushed Cotton Cap.** Khaki w/Flying Scot Sailboat. One Size Fits All

**\$11.00**

**Cotton/Poly Visor.** Blue w/Flying Scot Sailboat. One Size Fits All

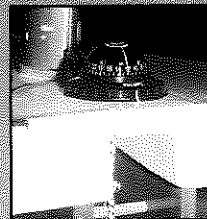
**\$9.00**

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.

## Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

**\$1675.00**



## Aquameter Sailor II Compass & Mount...

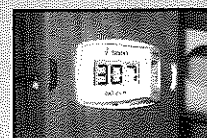
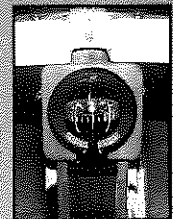
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

**\$77.00**

## Plastimo Contest Tactical Compass & Mount...

3 5/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete.

**\$220.00**



## Tacktick Micro Compass & Mount...

Enjoy the competitive advantage of having a digital heading display and essential start timer.

**\$375.00**

## Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws.

**\$144.80**



## Rudder Lift System...

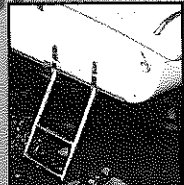
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.

**\$83.00**

## Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners.

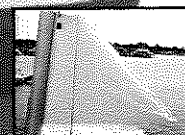
Ladder **\$110.00**  
Grab Rail **\$21.00**



## Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete.

**\$150.00**



## Flying Scot® Inc.

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

157 Cemetery Street • Deer Park, MD 21550  
Phone 301-334-4848 or Toll Free 800-864-7208  
FAX 301-334-8324 or Toll Free 888-442-4943  
Monday-Friday, 8am-4pm and Saturday, 9am-11am

Visit our Web Site at  
[www.flyingscot.com](http://www.flyingscot.com)  
for a Complete Parts List!!!

# Starting Line

## **Mt. Dora**

April 5 and 6, 2003  
Florida

For more information contact Chuck Smith at 407-880-1476, chuckswines@prodigy.net.

## **Melbourne**

April 12 and 13, 2003  
Melbourne Yacht Club, Florida

For more information contact Bob Aversa at 305-664-8843.

## **2003 Chattanooga Choo-Choo Classic**

April 26 and 27, 2003  
Privateer Yacht Club  
Chattanooga, TN

For more information contact Bill Robertson (423) 870-8334, email: fs50751@comcast.net ; or Doug Spohn (423) 622-8389, email: dbspohn@worldnet.att.net.

## **Lake of the Woods Invitational**

April 26 and 27, 2003  
Locust Grove, VA

Contact Jim Lee at 540-972-8920 or jimmy.lee@lowsc.org.

## **Jax Mug Race**

May 3 and 4, 2003  
Rudder Club, Florida

For more information contact Jon Hamilton at 352-392-2999, hamilton@ufl.edu.

## **Great 48 Regatta**

May 3 and 4, 2003  
Lake Norman Yacht Club  
Charlotte, NC

Contact Larry Vitez for more information lvitez@carolina.rr.com.

## **Buckeye Regatta & Ohio District Championship**

May 17 and 18, 2003  
Hoover Sailing Club  
Columbus, OH

For more information and registration contact Brian Pace Aolani\_98@yahoo.com or Jay Huling jhuling@wideopenwest.com

## **Southern Regional Championship**

May 24 and 25, 2003  
Southern Yacht Club  
New Orleans, LA.

Contact Larry Taggart at 504-482-7358 or taggline@uas.net.

## **Egyptian Cup Regatta**

May 31 - June 1, 2003  
Carlyle Sailing Association  
Carlyle, IL

Check back for more information.

## **Greater New York District Championship**

May 31 - June 1, 2003  
Indian Harbor Yacht Club  
Greenwich, CT

Contact Josh Goldman at 203-454-0768 or jaglpr@aol.com.

## **Texas District Championship Regatta**

May 31 and June 1, 2003  
Lake Canyon Yacht Club  
Canyon Lake, TX

For more information contact Jeff Foerster: Phone 210-832-8552 or email JFoerster@aol.com.

## **Mayors Cup Regatta**

June 7 and 8, 2003  
Lake Townsend Yacht Club  
Greensboro, NC

Contact Larry Vitez for more information lvitez@carolina.rr.com

## **Founders Cup Regatta**

June 7, 2003  
Old Greenwich Yacht Club

For more information contact Dave Olser at 203-975-9166, ddosler1@aol.com

## **Top of The Lake Regatta Midwest Districts Tune-up**

June 13 - 15, 2003  
Neenah-Nodaway Yacht Club  
Neenah, WI

More info at www.nnyc.org

## **Full Moon Regatta**

June 14, 2003  
Monmouth Boat Club  
Red Bank, NJ

Skipper's meeting at 9:30 am, continental breakfast and lunch included. For further information contact Bill Ewing at (732) 530-6511 or fs5246@yahoo.com

## **Wife Husband Regatta**

June 20 - 22, 2003  
The Grand Maumelle Sailing Club  
Little Rock, AR

Check back for more information.

## **Douglass/Orr Invitational**

June 21 & 22, 2003  
Sprite Island Yacht Club  
East Norwalk, CT

For further information contact Melanie Dunham at (845) 855-0619, FS2601@aol.com or, Peter Feick at (203) 762-7150 psfeicksr@aol.com

## **Governor's Cup Regatta**

June 21 and 22, 2003  
Kerr Lake Reservoir  
Henderson, NC

Contact Larry Vitez for more information, lvitez@carolina.rr.com

*Continued on page 21*

# A Scot's Delight...



On the lee side, sunny and beautiful. You're on the water all day, sailing with friends and family. You're on the water all night, dining, entertaining, relaxing on a floating vacation villa. What could be better than a week on the water. And the best part is, not everyone has to do the same thing at the same time!

## Welcome to Lake Murray Bed and Berth

A perfect vacation destination for Scot enthusiasts, Bed and Berth offers a unique, affordable get-away on scenic Lake Murray – a 5,728 acre, crystal clear, spring fed lake located minutes from Ardmore, Oklahoma.

Each of our spacious, floating villas (which sleep up to 8) will provide you and your crew:

- Two bed rooms
- Two full baths
- A sleeping loft with four beds
- A living/kitchen/dining area
- Wrap-around deck and balcony



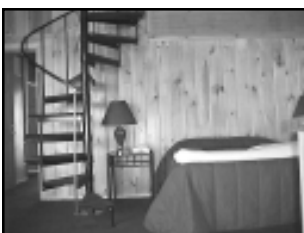
*Your Scot will be at your door step.*

Lake Murray Bed and Berth is an ideal location for:

***sailing • racing • holding mini regattas***

*Owned and operated by Mike Thompson, a 35-year  
Flying Scot owner, #779.*

Plan your next boating vacation now!



For Reservations and Information Call Mike Thompson

**(580) 223-0088**

P.O. Box 696 • Ardmore, OK 73402

[www.oklahomabedandberth.com](http://www.oklahomabedandberth.com)

*Continued on page <None>*

Continued from page 19

### **2003 Pig Roast Regatta**

June 21 and 22, 2003

Flying Scot fleet #1 • Cowan Lake  
Near Willmington, OH

For more information contact Shaun Clements  
at (513) 779-6220 or ShaunClements@  
cinci.rr.com

### **2003 Midwest Districts**

June 27 - 29, 2003

Delavan Lake Yacht Club  
Delavan, Wisconsin

For more information contact Jack McClurkin  
at jmclurkin@aol.com or 847-991-8092, or  
go to www.dlyc.com

### **New England District Regatta**

June 28 and 29, 2003

Massapoag Yacht Club  
Sharon, MA

For more information, contact Diane Kampf at  
508-234-8047 or dianekampf@charter.net  
Visit our website for directions and registra-  
tions <http://sailmyc.org>

### **Michigan/Ontario Districts**

July 12 and 13, 2003

Crescent Sail Yacht Club  
Lake St. Clair, Grosse Pointe Farms, MI  
For more information contact: Chris Bahash,  
Fleet Captain, cbahash@yahoo.com, 313-885-  
8111 or Forest Rogers, fs5230@aol.com, 734-  
954-0452.

### **Oriental Sailing Social**

July 12 and 13, 2003

North Carolina

Contact Larry Vitez for more information  
[lvitez@carolina.rr.com](mailto:lvitez@carolina.rr.com)

### **North American Championship**

July 19 - 26, 2003

Lake Norman Yacht Club  
Near Charlotte, NC

For information visit the Lake Norman YC  
website at [www.lakenormanyachtclub.com](http://www.lakenormanyachtclub.com)

### **98th Annual Ephraim Regatta**

August 2 and 3, 2003

Ephraim Yacht Club, Fleet 44  
Ephraim, WI

For more details, contact Nancy Claypool  
(504) 899-0935 or nclaypool1@cox.net and  
check the website at [www.eyc.org](http://www.eyc.org)

### **Hoop Hole Regatta**

August 2 and 3, 2003

Morehead City Boating Club  
Morehead City, NC

Contact Larry Vitez for more information  
[lvitez@carolina.rr.com](mailto:lvitez@carolina.rr.com)

### **Sandy Douglass Memorial Regatta**

August 2 and 3, 2003

Deep Creek Lake, Maryland

For more information contact: Ed Peters at  
301-797-7824 or barmusic01@hotmail.com

### **17th Annual Saratoga Lake Flying Scot Invitational Regatta**

August 9 and 10, 2003

Saratoga Lake, NY

For more information contact Peter and Ann  
Seidman 518-877-8731, pseidma1@nycap.  
rr.com, [www.sailsaratoga.org](http://www.sailsaratoga.org)

### **Eastern Women's Invitational Regatta**

August 9 and 10, 2003

Fleet 6, Deep Creek Lake  
Deep Creek Lake, MD

Ladies Come On Come All!!! Have a great  
weekend of sailing and enjoy meeting other  
women sailors. Most years we have had great  
winds. Contact Geri Meehan for more infor-  
mation 703-293-9531 (Home) 301-387-7890

### **Massapoag Yacht Club 54th Annual Regatta**

September 6 and 7, 2003

Massapoag Yacht Club  
Sharon, MA

For more information contact Diane Kampf  
508-234-8047 or dianekampf@charter.net.  
Visit our website for directions and registra-  
tions: <http://sailmyc.org>

### **Lake Murray Sailing Club**

September 13 and 14, 2003

Columbia, SC

Contact Larry Vitez for more information  
[lvitez@carolina.rr.com](mailto:lvitez@carolina.rr.com)

### **Flying Scot Fleet 24 Regatta**

September 20, 2003

Candlewood Yacht Club  
New Fairfield, CT

Contact Fleet Captain Andy Fox:  
[AndyFox@alum.american.edu](mailto:AndyFox@alum.american.edu) or (860) 354 -  
6161. More Details to follow...

### **Hot to Trot Regatta**

September 27 and 28, 2003

Portage Yacht Club Fleet #20  
Pinckney, Michigan

Contact 1: Fleet Captain, Jim Davis  
[jcdavis784@yahoo.com](mailto:jcdavis784@yahoo.com) or 810-231-7784.  
Contact 2: PYC Office [sail@ms-pyc.com](mailto:sail@ms-pyc.com) or  
734-426-4155

### **VISA Regatta**

October 4 and 5, 2003

North Carolina

Contact Larry Vitez for more information  
[lvitez@carolina.rr.com](mailto:lvitez@carolina.rr.com)

### **Fall 48 Regatta**

November 1 and 2, 2003

Lake Norman Yacht Club  
Charlotte, NC

Contact Larry Vitez for more information  
[lvitez@carolina.rr.com](mailto:lvitez@carolina.rr.com)

## Fleets In

### **FSSA CAJUN COUNTRY CHAMPIONSHIP LAKE ARTHUR, LA NOVEMBER 23, 2002**

At Lake Arthur, Louisiana, eight  
Flying Scots competed in the FSSA  
Cajun Country Championship on  
Saturday 23 November 2002. The  
weather was comfortable with a 6 knot  
breeze out of the southeast for the first  
race and a southerly 3 knot breeze for  
the third race. Race management by  
Jim O'Neal, Chris Luppens, and Phil  
Stutes as excellent. The courses were  
all windward-leeward.

Once again Charlie Buller with  
brother Andy crewing won the CCC.  
District Governor Larry Taggart was  
second. Larry in years past has won  
this regional competition more than  
once. After the races and a red beans  
and rice supper FSSA Fleet 153 had  
its annual meeting. The Fleet accepted  
Pelican Yacht Club offer to host the  
2003 FSSA CCC on False River,  
Louisiana. Al Rees was recognized as  
2002 Fleet Champion. For 2003 Fleet  
members elected Maurice Sullivan  
Captain and Al Rees Secretary.

# New Members

Fleet #	Boat #	Name	Address	City, State & Zip
<b>Capitol District 4</b>				
	1859	Mark E. O'Liddy	797 Windgate Drive	Annapolis, MD 21401
	D100	Georg Shultz	6233 Abbottsbury Row	Alexandria, VA 22315
81	579	Judi & Bill Burnett	1180 Creek Road	Carlisle, PA 17013
97	4722	Sandra L. Burford	3222 First Road North	Arlington, VA 22201-1029
137	5485	Scott Rigell	1301 Taylors Point Road	Virginia Beach, VA 23454
137	4213	Bryan Schempf	59 W. Sandy Point Drive	Poquoson, VA 23662
<b>Carolinas District</b>				
	3768	John L. Davidson	213 Ruby Road	Mooreville, NC 28117
48	4216	Maureen De La Houssaye	12524 Shelter Cove Lane	Charlotte, NC 28216
78	1284	Brent Creelman	315 Front Street	Beaufort, NC 28576
78	277	Barry Hewett	326 Broad Creek Loop Road	Newport, NC 28570
158	5477	Robert Sweet	186 Irwin Road	Lexington, SC 29073
	3476	Ford C. Barton	5801 Cary Ridge Drive	Charlotte, NC 28277
<b>Florida District 43</b>				
36	3934	Gary Alderman	PO Box 367	Palmetto, FL 34221
36	520	Fred Strammer Jr.	132 Bayview Drive	Nokomis, FL 34275
87	D094	Adam Brewer	1254 Tall Pine Trail	Gulf Breeze, FL 3256
131	635	David C. Strickland	12534 Gentle Knoll Court	Jacksonville, FL 32258
168	998	Bill Adikes	2004-B Beach Trail	Indian Rocks Beach, FL 33785
168	5219	William E. McGuirk	4800 S. West Shore Blvd., Apt. 912	Tampa, FL 33611-3034
179	4715	Maurice (Moe) Harrison	525 Lake Drive	Titusville, FL 32780
183	D113	Doug Hart	3198 Riddle Road	West Palm Beach, FL 33406
<b>Greater NY District 12</b>				
	5467	Nathaniel Brinn	7 St. Andrews Drive	Avon, CT 06001
	D117	Christopher Keenan	1201 Woodlyne Blvd.	Linwood, NJ 08221
157	366	Steve Okinow	77 Hillside Avenue	Short Hills, NJ 07078
162	3977	Chris Heidrick	46 Kimberly Court	Moumouth Junction, NJ 08852
162	3379	William M. Murphey III	PO Box 861	Island Heights, NJ 08732
163	3902	John Mangan	2419 Laurel Drive	Cinnawinon, NJ 08077
178	4352	Bernie Kosinski	25 McCutcheon Court	Middletown, NJ 07748
184	4141	Chet, Barb & Emma Ensign	38 Courter Avenue	Maplewood, NJ 07040
	3120	Bob Corney	729 Kings Highway	Moorestown, NJ 08057
	4798	Ruud A. Haring	1 Cross Lane	Cortlands Mnr, NY 10567
<b>Gulf District 16</b>				
	2260	Kenneth J. Wink	6228 Canal Blvd.	New Orleans, LA 70124
85	3113	Bruce T. Johnston	PO Box 230249	Montgomery, AL 36123-0249
98	5198	Katherine Santa Cruz	499 Dan Russell Drive	Bay St. Louis, MS 39520
	5104	Mike & Barbara Sherlock	12363 SW 112St. Rd.	Dunnellon, FL 34432
<b>Michigan-Ontario District 20</b>				
	5456	John P. Hegener	225 Guilford Road	Bloomfield Hills, MI 48304
	3735	John Selby	8600S-362E	Jonesboro, IN 46938
	784	James & Marie Davis	8019 Northridge Drive	Brighton, MI 48116
20	4529	Dan O'Haver	3603 Meadow View	Dexter, MI 48130
41	2604	Alan Cheney	11709 Eden Trail	Eagle, MI 48822
41	5488	Kent Davis	1 Locust Court	Albion, MI 49224
182	4909	Lisa Bahash	12756 Haverhill	Plymouth, MI 48170
182	4909	Chris Bahash	360 East Maple, Suite T	Troy, MI 48083
182	D112	Larry Breskin	1419 Nottingham	Grosse Pointe Park, MI 48230
	1736	Patrick Flannagan	895 2nd Avenue	Jasper, IN 47546
<b>Midwestern District 24</b>				
	2076	Lyle R. Holm	26617 N. Lipsett Ck Road	Spooner, WI 54801
	D105	Howard Sweet	506 W. Shore Drive	Madison, WI 53715
3	1174	Tom Dickson	1326 Washington Avenue	Wilmette, IL 60091
68	0768	Robert Alt	3105 Grandview Blvd.	Madison, WI 53713
107	2542	Larry Arnoldussen	W 6995 Fire Lane 3	Menesha, WI 54952
114	4651	Tim Grabacki	1370 Oak Ridge Road	Barrington, IL 60010
140	3108	Craig Lindsay	5050 Trenton Lane North	Plymouth, MN 55442
<b>New England District 28</b>				
	D108	Peter Doyle	231 Longview Drive	Centerville, MA 02632
	D092	Roger Sharp	36 Stewart Street	Franklin, MA 02038
76	2771	Henry (Skip) & Laura Russell	615 Massapoag Avenue	Sharon, MA 02067
105	0724	Fred Baker	21 Fifth Avenue	Scituate, MA 02066
187	4134	Robert, Anita & Jakob Hans Gokey	1028 Main Street	Melrose, MA 02176
187	4224	Eric & Gloria Wojtaszek	24 Eaton Street	Wakefield, MA 01880
187	4294	Ed & Marne Wojtaszek	27 Arbutus Avenue	Chelmsford, MA 0182
	5353	Robert J. Samuelson	11 Wiswall Circle	Wellesley, MA 02482-6320
<b>New York Lakes District 29</b>				
24	3839	Rob & Linda Cohen	207 Gardner Hollow Road	Pughquag, NY 12570
161	1775	David Lockwood	17 Ridge Place	Latham, NY 12110
<b>Ohio District 32</b>				
1	5193	Mark Brown	201 Southview Road	Dayton, OH 45419
35	5451	Mark A. Foglesong	7801 Ridge Road	Indianapolis, IN 46240
37	2445	Martha Sweterlitsch	118 N. Vine Street	Westerville, OH 43081
65	1643	Bob Hotchkiss	1875 Warner Road	Hubbard, OH 44425
80	4461	Bernard Wiwel	35 Highland Rd #3105	Bethel Park, PA 15102
165	2194	David Davison	1708 Massey Circle	S. Charleston, WV 25303
165	4348	Jim Dinger	698 Hill-n-Dale Road	Lexington, KY 40503-2164
<b>Pacific District 36</b>				
40	5500	Tom Brock	3051 Frye Street	Oakland, CA 94602
40	871	R. Caudwell	PO Box 62	Inverness, CA 94937
186	2723	Scott Brim	516 N. Louisiana	Kennewick, WA 99353
<b>Prairie District</b>				
	D067	Jim Watson	5005 Read Street	Omaha, NE 68152
83	1955	Shirley Bild	7708 Country Club Court	Clayton, MO 63105
<b>Texas District</b>				
23	D097	Rick Swazey	2004 Peavy Road	Dallas, TX 75228

New Members this report

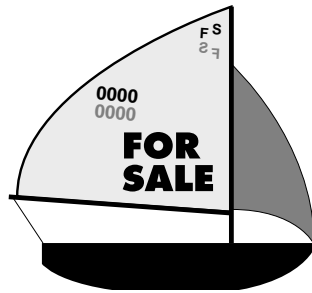
74

# Caveat Emptor

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to [info@fssa.com](mailto:info@fssa.com).

Placement will be made upon receipt of payment.

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



## **CAVEAT EMPTOR = BUYER BEWARE**

The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.

**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 1148** – Douglass built in 1967. White with light blue deck. Hull, rigging and sails in very good condition. Boat has been well maintained. New Halyards, halyard winch and tiller. Galvanized load rite trailer. Swim ladder, removeable motor mount, canvas storage cover. \$3200. Located in Pembroke, MA. Contact Jack Kilduff at (781) 826-9328.

**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](mailto:tgetz@gerahdipress.com).

**FS 1970** – Custom Flex built 1971. 19' Flying Scot, trailer, new mast, rigging. One main, two jibs, one spinnaker. Excellent, stored indoors, sails newer than boat. \$2900 obo. Located in Mohawk, MI. Contact Gale Slates (906) 289-4706.

**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 2802** – Douglass built in 1975. New boom, replaced rigging, "like new" tilt back trailer, sails and anchor. \$2800 or obo. Located in Cohasset, MA. Contact Richard Swanborg at (781) 383-2783, [swanborg@icex.com](mailto:swanborg@icex.com).

**FS 3302** – 1972, new bottom paint and boot stripe, new mooring & sail cover, new mahogany centerboard cap, tiller and block-mounts. Main, Jib, Spinnaker w/sail bag. 3.6HP Mercury motor & heavy duty trailer. \$3000. Located in Ontario, Canada. Contact Hali Barber (905) 684-1991, [hali\\_barber@sympatico.ca](mailto:hali_barber@sympatico.ca).

**FS 3439** – Douglass built in 1979. Yellow hull, off-white deck, orange boot stripe. Excellent condition. TeeNee trailer, 2 sets of sails, rainbow spinnaker, new halyards and winches. Anchor, compass, tent cockpit cover. \$4000. Located in Norwalk, CT. Contact Warren Spence, (203) 226-6250 h, (203) 226-3309 w, [wspence@spencemarking.com](mailto:wspence@spencemarking.com).

**FS 4040** Douglass built in 1985. Good condition. Ivory hull and deck. Schurr sails, motor mount, mooring cover, Tee-Nee Trailer with spare. Dry sailed only. \$4500. Located in Phoenix, AZ. Contact John Jones (480) 614-8343, [JTJ1@qwest.net](mailto:JTJ1@qwest.net).

**FS 4122** – Douglass built in 1985. White w/blue stripe race tweaked; 2:1 jib seat cleating, thru deck spin, all control lines lead aft to centerboard trunk. Centerboard professionally faired. North sails 3 sets. 2 Spinnaker poles, spare boom, outboard bracket, sling, new cover, dry sailed. \$5500 Located in Ohio. Contact Bernie Eddy, (925) 673-0223.

**FS 4491** – Douglass built in 1988. White hull-green stripe, Schurr sails, sails and hull excellent condition, Sailor's Tailor T-M cover, galvanized trailer, dry-sailed-fresh water only, limited use whole life. Accepting Offers, delivery possible. \$5500 Located in Central WI. Contact Herbert Tallitsch, (715) 434-2688 w, (715) 359-4848 h, [tall2@dwave.net](mailto:tall2@dwave.net).

**FS 4601** – Douglass built in 1989 and factory reconditioned in 1996. White deck and sides and blue bottom. Includes all Harken blocks, 3 North Sails, full boat cover, aluminum trailer, lifejackets anchor and paddles. Boat stored indoors during winter and on land during the summer. \$5500 Located in Pittsburgh, PA. Contact Dan Vito, (412) 488-6835, [dan@fireborn.com](mailto:dan@fireborn.com).

**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](mailto:phunkins@artelco.com).

**FS 4784** – Douglass built in 1991. Excellent condition, main, jib, spinnaker, motor mount, swim ladder, mast flotation, travel cover, galvanized trailer, custom dry dock mooring system and tiller storage tube, padded rudder bag, 12v navigation lights and outlets, underdeck storage, w/optional 2001 5hp mercury outboard \$7950. Located in Minneapolis, MN. Contact Tim Rollman, (612) 414-4353, [tim@exceleng.net](mailto:tim@exceleng.net).

**FS 5021** – Like new, cream deck, white hull, medium blue trim and water line. 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 5127** – White hull, silver white deck, mahogany center board cap-green stripe. Schurr main and jib with window. Green (over-boom) cover. Bow flotation. Motor mount, galvanized trailer with tongue jack. A nice boat with clean bottom, dry sailed. Stored inside winters. \$7900 Located in NE, Ohio. Contact George Rootring at (330) 874-4541, [dutchskipper@uno.com](mailto:dutchskipper@uno.com).

**FS 5177** – Flying Scot built in 1998. Well cared for, off white hull with red trim. Main, Jiffy reef, Jib, Spinnaker, mooring cover & trailer boat cover, anchor & electric motor. Asking \$8800. Located in Palm City, FL. Contact William Whittaber, (772) 336-9601.

**WANTED:** During my nearly 25 years sailing Scots I have accumulated enough parts to assemble another Scot or two, except the hull. Who has a decent hull for sale? Don't need spars, sails or trailer. Contact Steve Hartman FS 3205 217-359-5835 fax 217-359-5839 [steveh@jsmpts.com](mailto:steveh@jsmpts.com).

# Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA class flag	\$25.00	
	FSSA Burgees	\$15.00	
	FSSA Shirt , (Dark Blue, Denim, Red, Navy, White) Sizes: M, L, XL, XXL	\$30.00	
	FSSA Hat (Red, Denim, Khaki)	\$15.00	
	FSSA Necktie (Red, Navy)	\$38.00	
	Roster Pages	\$5.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$30.00	
	Sixty Years Behind the Mast by Sandy Douglass	\$20.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	

<b>S &amp; H Charges:</b>		Merchandise Total
\$6.00 on orders up to \$25.00	*Add Shipping & Handling (S&H)	
\$8.00 on orders \$25.01 - \$50.00		
\$10.00 on orders \$50.01 - \$100.00		Total Amount of Sale
\$20.00 on orders \$100.01 or more		

**SHIP TO: (Please Print)**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Telephone Number (Daytime) \_\_\_\_\_

Method of Payment:  Mastercard  Visa  AMEX  Check (Payable to FSSA)

Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

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

Credit card orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

## MY ADDRESS LABEL IS NOT CORRECT

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State/Zip \_\_\_\_\_

Change:  Temporary  Permanent

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

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

Address Service Requested

**Periodical  
Postage  
PAID  
Columbia, SC  
29201**

# District Governors

**CAPITOL DISTRICT**

Chris Swensen  
1811 Harewood Lane  
Crofton, MD 21114  
(410) 721-2505  
cswensen11@comcast.net

**CAROLINAS DISTRICT**

Larry Vitez  
120 Traditional Lane  
Charlotte, NC 28211  
(704) 366-0466  
lvitez@carolina.rr.com

**FLORIDA DISTRICT**

Charles Fowler  
3803 NW 25th Ave.  
Miami, FL 33142  
(305) 638-8885  
fowlsail@gate.net

**GREATER NY DISTRICT**

Josh Goldman  
4 Marine Avenue  
Westport, CT 06880-6920  
(203) 625-0768  
jaglpr@aol.com

**GULF DISTRICT**

Larry Taggart  
5809 Memphis Street  
New Orleans, LA 70124  
(504) 482-7358  
taggline@usa.net

**MICHIGAN-ONTARIO DISTRICT**

Forest Rogers  
10118 Curtis  
Pinckney, MI 48169  
(734) 954-0452  
FS5230@aol.com

**MIDWESTERN DISTRICT**

Tom Pinkel  
3738 Boatmans Point  
Belleville, IL 62221  
(618) 632-0712  
tspinkel@charter.net

**NEW ENGLAND DISTRICT**

Gary Werden  
50 Damon Road  
Hanover, MA 02339  
(508) 359-6708  
gary4619@msn.com

**NY LAKES DISTRICT**

Ann Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
pseidma1@nycap.rr.com

**OHIO DISTRICT**

Barbara Griffin  
208 Oakcrest Lane  
Pittsburgh, PA 15236  
(412) 653-3056  
bardon87@aol.com

**PACIFIC DISTRICT**

Ken Nelson  
3082 W. 15th Ave.  
Kennewick, WA 99338  
(509) 585-4252  
greblach@netscape.net

**PRAIRIE DISTRICT**

Tylor Hall  
8342 Bridle Dale  
Lenexa, KS 66220  
(913) 422-8869  
tylorh@sound.net

**TEXAS DISTRICT**

Scott Mauney  
9609 Brentgate Drive  
Dallas, TX 75238  
(214) 341-6243  
smauney@flash.net