

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 51 NUMBER 3 2007



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Flying Scot® Sailing Association

VOLUME 51 NUMBER 3 2007

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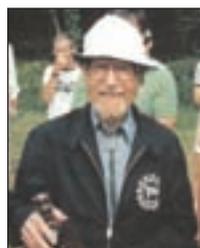
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From The President

by Glenn Shaffer, FS 5213



50th Anniversary

I am sure that you will enjoy this special commemorative issue of *Scots n' Water* as we celebrate the 50th anniversary of the Flying Scot and Flying Scot sailing. Our editor, Kay Summerfield, has compiled a superb collage of pictures and stories donated by all of you that recount the fun, excitement, and competition of Flying Scot sailing. Special thanks also go to Nancy Cooper, Marti Worthen, and Courtney Waldrup, whose work and devotion bring this wonderful publication to you now and six times each year.

As the following pages reveal, Flying Scot sailing has played an important role in many lives, including my own. The simple first act of going for a sailboat ride has taken our families on a journey that has strongly influenced how we spend time together, where we live, and the friendships we have made. It has been no accident that the Flying Scot has endured for 50 years. The formula for success has been, and will continue to be, a superior boat design, a high-quality and dedicated builder, and a strong class association.

This letter will be brief, as I cannot possibly tell the story of the Flying Scot and Flying Scot sailing better than you – so read on. However, there are a few note-

worthy items to report to you coming out of our recent Midwinter meetings:

1. Beginning next year, the date of the Midwinter regatta has been changed so as to be regularly held during the fourth week of March. The weather will be warmer, with better wind, and more races have been scheduled. There are also plans for a new “Top Gun School” to be held during the Midwinter regatta, along with additional onshore activities.

2. We have established tentative site commitments for almost all of our sanctioned regattas through 2010, with emphasis on a balanced geographic distribution.

3. A proposed change to the specifications-requiring bow bags and transom ports for all boats participating in sanctioned regattas, starting in 2009--will be submitted to the membership for a vote.

4. The process and criteria for selecting the Fleet of the Year has been changed so that it will not be as heavily weighted towards larger fleets or fleets hosting the NACs.

5. The class association has entered into a new relationship with Coral Reef Sailing Apparel to market our own line of merchandise and sailing gear. Coral Reef will attend all our major sanctioned regattas



and will provide a portion of the proceeds to the association. Check them out at http://coralreefsailing.net/flying_scot.

In closing, I would like to thank you for the opportunity and special honor to serve as president of the Flying Scot Sailing Association during this 50th anniversary year. During my progression as a class officer, I have been so impressed by the single-minded goal of our members to make Flying Scot sailing the best possible experience for everyone. I hope to see you at this year's NACs at Fishing Bay Yacht Club and the continuing 50th Anniversary Celebration at Deep Creek Lake. Have a great time! ▲

In Memory of Bruce Goldsmith

One of the world's greatest sailors died tragically on Sunday, June 3, 2007, doing what he loved best--sailing. Bruce was helming his J/29 at North Cape YC near Toledo, Ohio, when a major storm approached. Bruce was hit in the head by the boom, fell into the water, and did not survive.

Bruce was 71 years old and had accomplished virtually everything in the sport he'd set out to accomplish. He was a sailmaker, first for Murphy & Nye, then under his own label, Goldsmith Sails. Bruce won the Flying Scot NACs in 1979 at Lake Carlyle, Illinois. Those of you who were active in the class back then most certainly remember him. Bruce was successful in other classes, too. He won two Pan American Games gold medals, a Lightning World Championship, Thistle Nationals, and numerous championships in other classes. After losing to Buddy Melges at the 1972 Olympic Trials for the Soling class, Bruce won the Olympic warm-up regatta in Kiel, Germany.

On a personal level, Bruce was my mentor. He took me under his wing when I was young and taught me most of what I know about sailing and sailmaking. He had too much love of life to practice hard or work on boat maintenance or regatta logistics. Bruce gave that time to me and to others who shared his passion. Bruce was the center of every regatta he entered. He was teacher, social director, winner of the party, and winner of the regatta.

Bruce made so many of us better sailors and happier people. We will miss America's most gifted sailor. – *Bill Draheim*

From the Editor

Kay Summerfield



In the 50 years since the beginning of the Flying Scot, *Scots n' Water* has gone from a newsletter to a full-color magazine. For the past year or so, I have been going through old editions and many, many photos. I've seen how long many of you have been sailing; my husband, Ed, and I are fairly new to Scot sailing.

Ed decided that he wanted to learn to sail in 1982, before we were dating. At that time, the Snipe was very popular at the yacht club where he belonged. My family were not water people and I had never been in a boat, couldn't swim, and am afraid of water, so, needless to say, when we started dating in 1984 I would not step foot in a Snipe.

That same year, Ed saw a Flying Scot and made the big move to buy a used Scot. Ed hoped he could get me on the boat. He and another guy stood on the same side, holding onto the stay, and leaned out to show me the Scot would not tip over. I

swallowed hard and got on this boat that would not go over. We started racing and won several first-place trophies.

At our wedding in 1985, the centerpiece on the head table was a first-place loving cup trophy filled with flowers. Ed made the comment that I was his best crew, because I never questioned him. He said when the gun went off, I took out the cutlass and put on the eye patch.

In 1987 we started Fleet 162 in Pine Beach. I continued racing with Ed for five years, never seeing a Scot go over. Then three Scots went over in a matter of days. I got off the boat and never got back on!!!

Nowadays, I stand on the dock watching, and I sometimes wish I were racing. I have become land crew; I greet Ed and his crew with cold beers when they pull up to the dock. I also became the official fleet registrar and scorer, because I really love the boat and the people in Fleet 162.

I was honored but very apprehensive when Dave Jacobsen and Jim Harris asked

me to be the *Scots n' Water* editor. I knew I had a tough act to follow, since Sunshine Hartman had been the editor for 12 years. Since taking the helm of the magazine, I have met so many nice people in the association and have had a great time.

So many of you sent old magazines and photos in celebration of this anniversary. For fear of forgetting someone, I would like to thank all of you who sent articles, photos, and older issues.

I hope to meet many of you at the anniversary celebration! ▲

The BOG approved the following CMR, proposed by the Measurement Committee, to maintain the Flying Scot Class status as a "family friendly" minimal hiking boat.

CMR

The jib sheet and any other sheets and control lines may be used as a hiking assist provided that the portion being used is free; meaning there is no hardware in play after the line makes contact with the skipper or crew.

Kay Summerfield • 705 Ocean Avenue, Beachwood, NJ 08722 • 732-286-4890 • slokay@earthlink.net

Dear Kay,

At first glance at the cover of the *Scots n' Water* that just arrived, it looks like both boats are being sailed single-handed. While I often sail single-handed, I don't have enough experience to write about it. Is there anyone who could do an article on such?

Any Scot sailors around Chaumont (Three Mile Bay – Chaumont Bay – Crescent YC), Henderson Harbor, Sackets Harbor, or Watertown, New York?

Best regards,

Samuel J. Watson

(currently FS 4464, previously FS 135)

Mobile: 202-297-6273 • Home: 703-941-1468

Dear Samuel,

Although it does look like they are sailing single-handed, their crews are hidden behind the jib.

To those sailors who do sail single-handed, now's your chance to write an article.

Thanks, Kay ▲





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- 2007 Midwinters - 1st & 2nd
- 2006 GYA Lipton Regatta - 1st & 2nd
- 2006 MidWinter's - 2nd & 3rd
- 2006 Florida Circuit 1st Overall
- 2006 Wife/Husband - 1st
- 2005 NAC's 7 of the first 9!!!
- 2005 Midwinter's 1st Challenger

Congratulations to:

Bay Waveland Yacht Club, Bucaneer Yacht Club, Amy & Jeff Linton, Fred & Fred Stammer, Harry Carpenter, Richard Wade, Larry Taggart, John Dane, Schaeffer Dane, Ron Pletsch, Tom Miller, Dan Baird, Natalie & Scott Mauney, Tom Lawton...and more!

Gus Sails was glad to be on board.

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To The Editor...

Reflections from Headquarters

by MaryAnn Crews

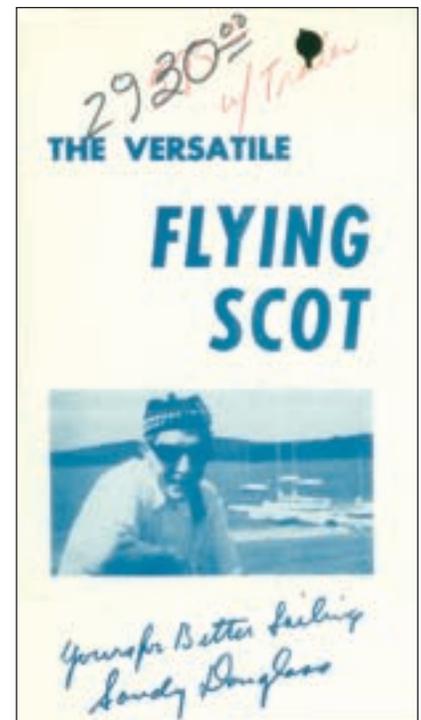
Hope all is well with you. I have missed seeing y'all. My late husband, Ed Eubanks, started our association management company, J. Edgar Eubanks and Associates, in 1971. Bob Vance and Bill Singletary contracted with him to manage the FSSA in August of 1978. That fall we bought a Flying Scot and our family drove up to Maryland and picked it up from the Gordon Douglass Boat Company. While we were there, we had dinner with Gordon Douglass—"Sandy"—and his wife in their lovely home.

Ed loved the FSSA and going to all of the regattas. He and our son Ed raced in several regattas. He took many pictures at regattas, and many of them are still hanging in our office. We became good friends with many people in the FSSA. Ed died on May 4, 1990. Many of those good friends helped me in more ways than one as I took over the business and tried to carry on.

Ed had started giving the Executive

Secretary's Cup to the person who had done the most for the class. The year he died, 1990, the FSSA NAC was the first meeting I attended as the new owner of our association management company. Everyone was very helpful, and I was very moved when Larry Taggart presented the Executive Secretary's Cup to me in Ed's memory for him having done so much for the class.

I have continued to stay in touch with many of those dear friends. Jerry Frank and I were blessed to have Don and Charlotte Hott stay in our home. We see Paul and Betty Moore and Jim Harris and Betty as often as we can when we go to St. Louis. I will forever cherish the friendships of all those we came to know and love over the 15 years I attended both Midwinters and NACs. I am grateful that J. Edgar Eubanks and Associates is still the management for the FSSA. I appreciate your support and kindness to Courtney, and I wish the FSSA the very best in every way. ▲



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Happy 50th Anniversary 1957 - 2007

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How To Win Without Even Trying

by Irmgard Schildroth *(first published in Scots n' Water, January 1982)*

All out preparation is a prerequisite for winning. While psychological preparedness in the form of positive thinking is imperative, of even greater importance is the smooth and effective operation of your running rigging—especially spinnaker rigging.

My husband and I are fairly inexperienced in sophisticated spinnaker techniques and thus are eminently qualified to look at this operation with the detachment of unbiased experts. We have learned to get the spinnaker up one side and down the other and right then and there have made an invaluable discovery. Raising the spinnaker is a little bit easier with a super-

smooth bearing bullet block attached to the dead eye on the mast. Sandy prefers the dead eye as is, so that there be some friction when letting the spinnaker down. But the little bullet block is so efficient, in fact, that the spinnaker comes down like a bullet and the halyard shoots up like one! But don't take Sandy's word in favor of the dead eye; remember, the old fox is after your goodies. If your spinnaker comes down too fast and the halyard shoots up to the point of no return, all you need is some control at the lower end of the halyard. And here is where our invention comes in.

So far sailors are using their hands, seats of pants, eyes, ears, and brains to make their boats go. But now we can add something

quite revolutionary: OUR FEET! We have designed a foot-controlled slow release friction operated brake drum for this purpose with a foot pedal on each side of the cockpit, to be operated by skipper or crew or both of them with one set installed forward and the other aft.

My ancestral German Sea Captain would have called this: "Eine Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel."

We urge you to purchase this ingenious device for the introductory price of only \$199.99 while running rigging is still optional. We are also looking for a smart patent lawyer within this organization to protect our invention. ▲

Sandy Reports Experience with Schildroth Invention

(first published in Scots n' Water, April-May 1982)

Dear Irmgard:

I want to tell you how wonderfully your new invention, the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel works. When I entered the Parsnip Patch Regatta I realized that I would have to have some special device, if I wanted to win, something no one else would have, which would give me an advantage over all of the others. That is why I wrote to you just as soon as I read about your Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel in the Scots n' Water. It sounded like just the right thing, and your careful instructions made installing the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel quite easy. The Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel was all the more important to me because my crew, while being a good Laser and Windsurfer sailor, never had handled a spinnaker, but I figured that he would have no trouble with the help of your Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte

erte Bremsentrommel. I do hope you won't divulge the details of the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel to any of my competitors until I have won some more races. I like to win in any way I can.

As it turned out, in the third and crucial race we had a good start and didn't need to use the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel until we approached the leeward mark, in second place, to round up for the beat to the finish. I was tense. We were close behind the leader. If we could gain an inside overlap at the mark we'd have the race in the bag. If we could carry our spinnaker for just a few seconds after our competitor dropped his, we could gain that overlap. It would all depend on the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel. Would it come up to our expectations? That's the nice thing about the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel. It doesn't make the boat go any faster, it's just for convenience.

How did it work? The boat ahead

dropped its spinnaker, but we carried ours right up to the mark, and we had our inside overlap. Perfect! But then, as I was feverishly freeing the spinnaker sheet and guy, steering with the tiller between my legs, frantically sheeting in the main sheet, lowering the centerboard and trimming in the jib—I like having all these lines leading aft where I can reach them—my foot slipped off the pedal of the Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel, the chute came down like a bullet—thanks to that new "super smooth bearing bullet block attached to the deadeye on the mast" to make hoisting the spinnaker a little bit easier—as you suggested—and right into the water and under the boat. Fortunately it didn't take us more than a couple of minutes to clear it from the centerboard, and we finished seventh. But your invention is a great convenience, especially for a two-man crew. And it'll be a blessing for the wives, letting them compete against the "gorillas."

Hoping you are the same,
Sandy Douglass ▲

Getting Hooked on the Scot...

Flying Scot History

by Sally Sawyer, Riverside, CT

In 1959, Tom and I were looking for a two- to three-person sailboat to race. The Lightning fleet was dying at the Riverside Yacht Club (RYC). Chuck Rettie (FS 19) and Lou Howe (FS 28) from the Old Greenwich Boat Club (OGBC), the next cove over, had bought Scots a year or two earlier. Lou took us for a sail and we were hooked.

Tom convinced five other RYC members to buy Scots; combined with three from OGBC, we became Fleet 7. The boats left from separate clubhouses and mooring areas to join and race on Captain's Harbor and Long Island Sound. So to promote

sociability and sailing expertise, every Sunday afternoon after the race we would have a "critique" in someone's backyard. After a social hour at which non-racing spouses and children were included, the winner would step to the chalkboard and explain how he had won. These sailors became some of our best friends.

When new boats were ordered, Sandy Douglass would trail two boats double-decked-up from Oakland, Maryland. He would show each new owner how to rig and, in season, how to sail the boat. In our case, on our maiden voyage with Sandy at the helm, he cut a nun in the channel and ran us straight into a rock, leading

to Tom's first experience in patching the centerboard. Sandy's boat was FS 100, so we got FS 200.

Sandy, his wife, and their son usually raced at Nationals and often won. He was very proud of the Flying Scot and shared his racing expertise.

In preparation for running the Nationals in 1962, Tom and I went to the Nationals in Detroit in 1961. My main memory is the strength of the current in the Detroit River and the shallowness of Lake St. Clair. Riverside Yacht Club has since run the Nationals several times. At one time we had about 40 boats in our fleet, but this number has dwindled. ▲

Carolina Sailing Club

Governor's Cup Regatta

by Bob New, FS 5143, Merritt Island, FL

Bill Myatt, at the helm of FS 440, was instrumental in getting Scots started in eastern North Carolina as the factory rep in Raleigh. Bill was at least 6'7" and very laconic in his speech and actions. Despite the best efforts of Sandy Douglass to get Bill out of the corner, he said, "That's where it's comfortable, so that's where I sit."

He is seen here in his usual laid-back racing mode, trying to sail through the lee of FS 399 in the 1963 Carolina Sailing Club Governor's Cup Regatta. CSC is celebrating the 50th anniversary of the Governor's Cup this summer, June 16-17, at Kerr Lake. Bob New, FS 5143, participated in the first Governor's Cup (in a Hampton One Design) and will be back this year for the 50th.

The Governor's Cup goes to the winner of the largest fleet participating in the regatta. The Flying Scots became so popular in the area that George Kirkland won the Cup in 1974. Other Scot sailors who have won the Cup over the years include Floyd Davis, Dick Schultz, Bubby Egan, Paul Newton, and Larry Lewis. ▲





Restoration Project

by Karl Schneider,
FS 4265

Boat 4265...home address 465...I guess it was meant to be...

My first encounter with a Flying Scot was in the middle of a lake in Ohio when I had a broken mast on my homebuilt catamaran. My wife thought I was trying to do her in. We were newlyweds. We had a broken mast and broken luck. This guy in a Scot came to the rescue and was doing figure 8s around our broken boat, while trying to keep my bride from killing me. I thought to myself, "Someday I'll have to have one of those boats."

Twenty years later, after we raised two beautiful daughters, the day finally came. Living not far from Deep Creek Lake, Maryland, we often took day trips to enjoy the lake and snow ski resorts. What a haven. Stopping in the visitor center, I came across a brochure for Flying Scots; I'd never realized they were made there. I put the brochure in my glove box and carried it around for a year or so.

Traveling through the area one day on a trip, I found the factory where these beautiful boats are made. When I walked into the factory, one of the workers asked if I needed some help. I said I was looking to buy a boat. He said, "Let me get Harry."

Harry Carpenter, the owner, immediately stopped what he was doing to show me the facility and take care of me. What a pleasure that was, and it has been that way since we met. After talking to a lot of Scot owners, I've learned that this is the way things are all the time. I knew this was where I wanted to be. What a great family.

Part of our conversation on the first day was how the boat has been made for such a long time. Having an aviation background, I know exactly how far ahead of the times the Scot was when it was conceived. In 1957, composite construction was unheard of; the boat is still very

advanced today. Gordon Douglass was a genius.

Ok, back to my conversation with Harry.... He told me about the 50-year celebration and also gave an invitation to sail First One later in the week. This was something one could never turn down. After Harry took us out on First One, we were hooked.

After hashing out whether to buy a new boat or used, I decided on a used boat. With the help of our sailing friends Tom Hohler and Cris Czapleski, using the FSSA Web site we located a boat from the Berlin Yacht Club fleet on Lake Berlin, Ohio. The former owner, Steve Spackey, took my wife and me out to sail and compete in our first race the day we bought the boat. The winds were 15 to 25 knots. We came home with the boat bruised and beat up, but we were hooked big-time. My wife just won't give up!!

After we got the boat home last fall, I started to polish her. I wanted to do something special on this boat, knowing the 50th anniversary was coming up. I asked Carol Locher, a friend we met at Moraine State Park at the sailing club, if she knew anyone who could do the artwork on the boat. Carol--an art teacher--decided to give the name of an artist she knew of through her friend Fran. Highly recommended to do the work that needed to be done, Donna Pitaro was the person to make it happen. Donna is a renowned artist, known for decorating our military aircraft and inspiring our military men and women to serve our country proudly. Her nose art on our military aircraft is something to behold. Donna and I teamed up to do FS 4265 in honor of the 50th.

Now Donna has created one more masterpiece. It is a symbol of the American dream. What better way to show the pride than to have the boat carry the American flag. The eagles are symbols of strength taking on the world.

We're dedicating this boat to the longevity of the Flying Scot and the company—and to all the family of great people who own and sail this great boat. I hope everyone is planning on celebrating the Flying Scot--this masterpiece that all of us love. 🏆

“We’re dedicating this boat to the longevity of the Flying Scot and the company—and to all the family of great people who own and sail this great boat.”



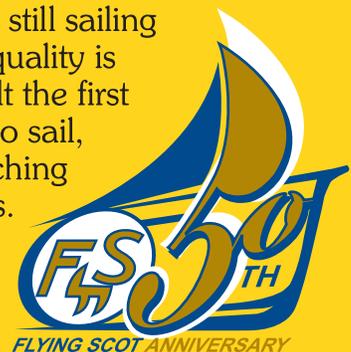
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Those Flying Scots... And Their Builder

From *The Lake Norman Magazine*, Vol. 1, Number 11, January 1984

It looks like a lot of work, sailing. All that bouncing and turning, and hanging over the side of the boat getting splashed. Someone is always telling someone else what to do. And then there's the risk of being whacked on the side of the head by the boom.

But in the small boats (under 20') you see in abundance around Lake Norman, it also looks like a lot of fun! Even in the middle of winter.

Though Lake Norman boasts a growing number of larger cabin boats suited best for cruising (except in the strongest breezes), the majority of sailors who visit or live on our waters are seen in 16- to 19-foot day sailers.

Among the most popular classes are Thistles, Highlanders and Flying Scots. All are well represented in regional and national regattas held on Beautiful Lake Norman each year. And all are the one-design offerings of Gordon K. Douglass to his sport.

"Sandy" Douglass, as he is known to the thousands of sailors who own his boats, is described by SAIL magazine as "a legend in good shape...one of the best small boat helmsmen this country has developed." At age 79 he is still winning races.

Douglass grew up living in the celebrated Dakota Hotel in New York City and learned to sail on the St. Lawrence River. He won his first race in 1914 at age 11 and continued racing while attending the Collegiate School (oldest prep school in the country) and later Dartmouth College.

In the summer of 1945 Douglass built a sailboat. He expanded the hull design of small boats he had been sailing into a 17-foot boat of his own creation—the Thistle.

Douglass and his wife, Mary, entered the new Thistle in a race on Lake Erie and one week later they had orders and deposits for 30 boats just like it. As soon as the war was over and materials were available, the Thistle went into production.

Douglass joined Ray McLeod who owned a boatyard, and the two entrepreneurs successfully placed Thistles on lakes

all over the U.S. The popularity of competitive sailing led to other designs. Douglass-McLeod developed the 20-foot Highlander to accommodate "family sailing"—the boat was large enough for the wife and children to go along, too.

In 1957 Douglass went out on his own in the development of his most popular and enduring design, the Flying Scot.

Advertised as the "culmination of the best features of other Douglass designs," the Flying Scot quickly caught the eye of small boat racers.

The first person to call him was Irmgard Schildroth, a resident of the Mooresville community and a member of the Lake Norman Yacht Club.

Irmgard and her husband, George, were living in Chattanooga, TN, at the time.

"I saw an ad in Yachting magazine and thought this would be the perfect boat for inland lake sailing," remembers Irmgard. "When I called Sandy, he said I could have the first one he built."

The Schildroths enjoyed sailing the "Number One" as much as they thought they would. All fiberglass in construction, the Flying Scot required little maintenance. Douglass had designed the 19-foot open deck for stability. The Schildroths discovered it could be handled by one person alone and at the same time could

be a comfortable boat for as many as eight passengers.

Before long Irmgard became a dealer's representative for the fast-growing class. Today she still actively promotes the Flying Scot. She and George have lived all over the U.S. and in Guam, but say they have found no boat better. They joined Flying Scot Fleet #48 at the Lake Norman Yacht Club and race whenever they can.

The Schildroths no longer own the "Number One." But last year they had an unexpected treat when skipper Harry Carpenter and his wife won the annual Great 48 Flying Scot Regatta on Lake Norman in the 26-year-old "Number One."

The Schildroths enjoy the camaraderie of Flying Scot sailors.

"We always say we've met a lot of sailors, but never one we didn't like," smiles Irmgard, who knows there are over 3900 Flying Scot sailors in the U.S.

"People of all ages can enjoy this boat," she says. "It's great for retirement age couples or active young boys alike. We can thank Sandy Douglass for his great idea!"

The Schildroths maintain a friendship with Douglass and share their sailing stories with him by phone regularly.

"We'll get him down here one of these days," says Irmgard. "Sandy would love sailing on Lake Norman." ▲

Memories by Dan Muss, FS 5316

It was a summer evening sometime around 1985 at the clubhouse of the Deep Creek Lake Sailing Association, and we were being entertained by our local kiltie band. In marched the band with pipes and drums rattling away, with Sandy (also dressed in full kiltie regalia) bringing up the rear but with no obvious contribution to the music. They played for about 30 minutes with Sandy just standing there. At the end of the last piece, there was a moment of silence when Sandy brought out a small triangle and deftly hit it once. It brought down the house.

Same place and era but on the lunch line between Saturday races. Both of our sons were, at the time, avid Thistle racers. Younger son, James, found himself behind Sandy. In awe of the person he was talking to, James said, "That's one great boat you designed!" Sandy drew himself up to his full 5-foot height and answered, "I designed *three* great boats!"

My Childhood Memories of Sandy Douglass

by Nancy Claypool, FS 3445

Flying Scot #105 was delivered to my parents, Bill and Virginia Claypool, on Labor Day weekend, 1959, by Sandy Douglass. My parents were new members of the Milwaukee Yacht Club (“MYC”) and liked the boat so much that they campaigned this new class of boat with an eye toward building a fleet at MYC. FS 105 was a striking addition to the boats at MYC not only because it was bright red with a white waterline but also because it was the first fiberglass boat in the area.

Dad worked with Sandy to get people to buy new boats and, for those who didn’t want to buy a new boat, my father would sell them our boat and then buy a new one himself. As my father kept upgrading, we went through boat numbers 105, 460, 1010, 1460, and 3445, always made by the Gordon Douglass Boat Co., Inc.

Sandy started a tradition that remains to this day, with the Flying Scot builder developing personal relationships with his boat owners. As my father helped sell Flying Scots, Sandy became a very good friend of the family. I remember having Sandy Douglass stay at our house every time he delivered a boat or came to give a presentation about the Flying Scot. Given that he was not only the boat designer but also the boat builder--and an excellent racer--it was like having a celebrity in the house. My impressions of him were that he was very dignified, he was very smart, and he was very well-spoken. Sandy had a strong sense of self and was passionate about the Flying Scot. He was authoritative and had an answer for everything, especially when anyone challenged him about the boat.

Dad worked tirelessly to promote the Scot, traveling, participating in regattas, and serving as class president. I have many memories of sitting in the back of a station wagon with a Flying Scot behind the car--whether we were going to a regional regatta, to the Nationals, or to Oakland, Maryland, to pick up a new boat to deliver for Sandy on the way



Photo taken for the Milwaukee Journal, circa 1970, showcasing the Flying Scot as a family sailboat. Front: Bill Claypool, Jr. L to R: Bill Claypool, Sr., Sandra Claypool, Nancy Claypool (at stern) Virginia Claypool (on seat) Carol Claypool (on dock)

home. Going to Oakland was like going to Mecca. Actually, it was interesting going to the factory and watching and learning how the boats were built, plus Sandy was always there, personally involved in every aspect of the process.

Sandy’s involvement also extended to protecting the boat from those who wanted to “tinker” with it in order to get a leg up on their competition. As we traveled

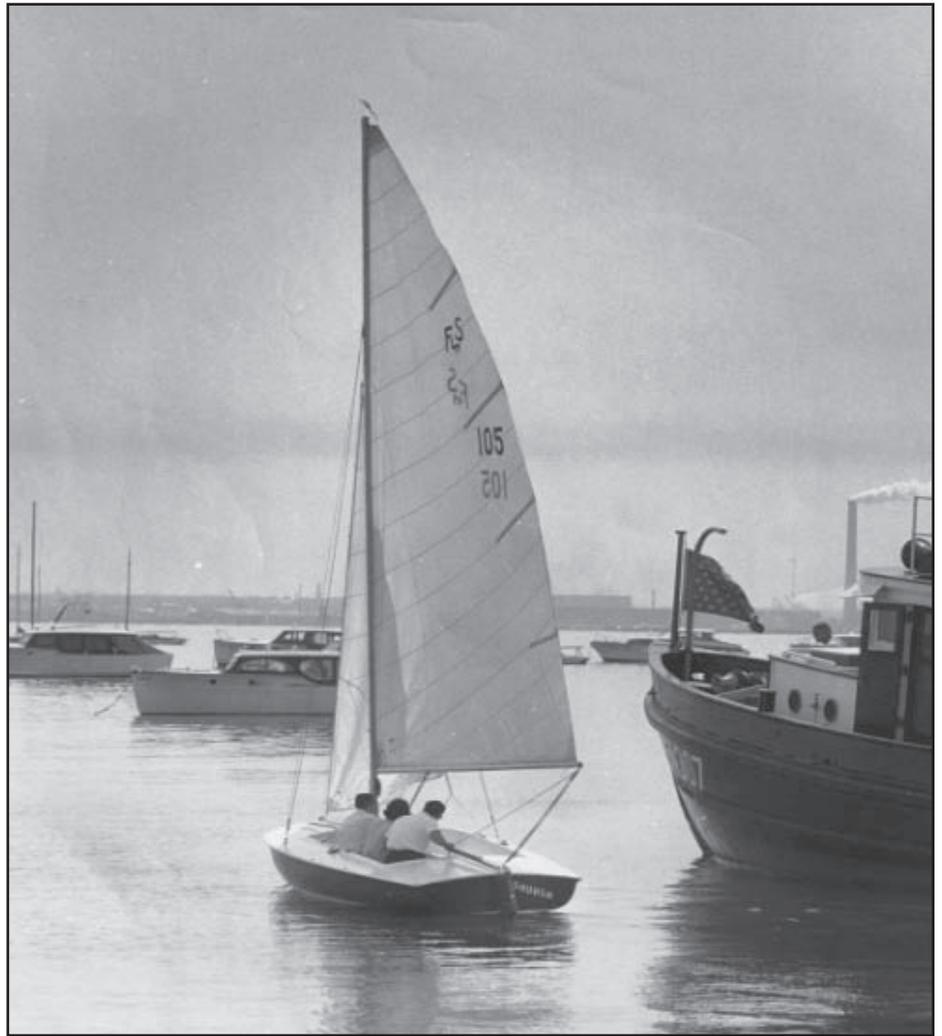
to different regattas, I remember listening to Flying Scot sailors, including some very well-known racers from Texas, who wanted to modify the boat to make it go faster. I remember Sandy being a stalwart and sticking to his design standards. While the boat has undergone some class-approved modifications over time, his insistence on maintaining standards has served the class well.

Sandy was an excellent racer. He had won so many races over the years that he mentioned to my mother that he had so much silver, he would really like some other kinds of trophies. In 1970, the Milwaukee Yacht Club hosted the Nationals. My mother, who is Swedish (or, as we call her, the original Viking of the family), wrote to Svensk Glas in Stockholm, Sweden; she told them that she'd like Swedish crystal for trophies, and she described what she wanted. Svensk Glas created some absolutely gorgeous Orrefors vases. The trophies were prominently showcased in the yacht club's display cases on black velvet fabric. We were all excited because, even if Sandy didn't win the championship, it was a slam dunk that he would be winner of at least one of these trophies.

I don't recall which race it was in the series, but Lake Michigan was all rollers and whitecaps. Sandy was on port tack and came upon a starboard boat whom he told to hold its course. He always seemed to be able to perfectly judge the speed and performance of the Flying Scot. However, just as he finished crossing the starboard tack boat, a wave caused the corner of his stern to come up and barely tap the starboard boat. Since the rules back then didn't allow 720s, he withdrew from the race and sailed in. I can remember all of us being stunned; this wasn't supposed to happen to Sandy Douglass. Being disqualified ruined his chance of winning the Nationals, and we knew that it was unlikely that he would win one of the other trophies. Even he seemed quite surprised at the unfortunate turn of events. When asked later what had happened, he calmly and simply explained that he had "misjudged" the waves.

Most people know that Sandy was Scottish, and Scots are known for being thrifty. However, many people who got to know Sandy thought that he wasn't just thrifty, he was a tightwad. Not true. One day at a regatta, he asked my father what colors he would like on a spinnaker and my father told him. A while later, my father received a new spinnaker as a "thank you" for selling a few Scots.

Another example of Sandy's generosity was that he offered our family a week at his cottage on Deep Creek Lake in appreciation for all the support my parents had provided. Rather than having us sign a guest book, Sandy asked us, as he did all his guests, to carve something on the slid-



Bill Claypool skippering FS 105 out of the slip at the Milwaukee Yacht Club, circa 1960, taking potential buyers out for a sail to try to build a fleet.

ing closet doors on the lower level. Now, as a child, I had been told to take care of things, keep my feet off the furniture, don't mark up the walls, etc. So I was absolutely astounded that Sandy wanted us to carve on these doors. Before we left, we watched Dad carve the outline of the state of Wisconsin with our last name inside it.

Sandy surrounded himself with good people. Because of our relationship with him, we also got to know Eric Ammann. My mother recalls that Eric didn't get to come to Milwaukee, because Sandy had so much fun there that he reserved those trips for himself. A boat needed to be delivered to Ephraim, Wisconsin, and Eric got the assignment. When Eric arrived at our house, the left side of his face was purple and the size of a grapefruit. He had trimmed a tree in his yard

and a limb had hit him in the face. He was nearly knocked unconscious and definitely didn't feel like working. Sandy asked him, "Since it's going to be painful for a while, would you rather sit at home with the pain or deliver a boat with the pain?" We're glad Eric decided he would deliver a boat to Ephraim. He ended up staying with us many more times and became a good friend of the family as well.

Not long ago, FS 3445 was passed along to me. Although I've sailed and raced it many times since it was delivered to my parents in 1979, it's wonderful to own a boat that has kept its value for almost 50 years, is now a staple in the one-design arena, and can still compete with boats that are twenty years younger. The unmistakable man in the Glengarry hat would be very proud. ▲

Memories of Sandy Douglass

by Jim Davis, FS 784

I have known of Sandy since I was ten years old.

In the early 1960s, our family began taking sailing lessons on the Outer Banks of North Carolina. We were learning in Tech Dinghies when a very fast sloop appeared in Kitty Hawk Bay one afternoon. It turned out to be a Flying Scot and had sailed down from Elizabeth City. I was *seriously* impressed. Dad began a search for a sailboat that winter and we considered everything out there, including the Thistle, Highlander, and Flying Scot—which, in due course, I discovered were all designed by one Gordon K. Douglass. The final choice was an 11' Rhodes Robin, which we built from a kit and began sailing on inland lakes near our home in Pittsburgh. That brought us to Deep Creek Lake—and to the Flying Scot class—several years later. And that Scot we saw on the bay? We ended up buying her in 1968. FS 784 is still in the family, and three generations have raced her.

The first time I met Sandy, Ed Gibbs was showing our family around the lake in his motorboat. We were thinking about joining the Deep Creek Yacht Club (Turkey Neck). He pulled up next to a guy in a small double-paddle canoe who turned out to be Sandy. I believe I was silent in his presence; I later found out that he had once been an Olympic-class paddler. I do have a very clear memory of the first time he spoke to me, however. I was coiling a line on the yacht club lawn when Sandy came up to me and stopped. My coiling “method” of wrapping the line around my elbow and hand was not quite up to the accepted best practice, in his opinion. He dismissed my technique as being “fine for washerwomen but not for sailors; here’s how to do it right.” And, yes, I do think of Sandy every time I coil a line.

Most of what I learned about sailing came from Ed Gibbs (I crewed for him on FS 1328)—the rest from Sandy—and a lot of what Ed taught me was prefaced with “Now Sandy says” Sandy gave regular racing talks and seminars at the club, so I was exposed to his ideas on the one-design philosophy and boat handling at an early age.

In 1973 and 1974, I ended up spend-



ing a lot of time with Sandy. Morgan France, who at the time was planning to buy into the Gordon Douglass Boat Company, asked me to crew for him at the 1973 NAC in Riverside, Connecticut. Sandy rode in the Traveler with us and provided a nonstop commentary on every subject under the sun. At twenty, I was not aware that you could know so much. Although Sandy had strong opinions on just about everything, they were not capricious or flippant. He had reasons for his positions. You didn't necessarily always see eye-to-eye with him, but he usually had a point. Sandy seemed to get through life with the least fuss of anyone I'd ever met. He was quite good at avoiding trouble.

For the 1974 NAC in Cleveland, my brother Brian and I were trying to figure

out how to get there. Our trailer was rusted out and we only had one car in the family. Somehow Sandy got word of my predicament and approached me for the second time in my life. He offered to drive us (in his Mercedes), put the boat on one of the company trailers, and “Oh, by the way, would you like me to crew for you?” I apparently stammered out something affirmative, because Sandy

Douglass crewed for me, a twenty-one-year-old nobody, in the 1974 NAC. It was like having Arnold Palmer fly you to Augusta in his jet and be your caddy; I was overwhelmed. The drive to Edgewater Yacht Club was long and hot. The Mercedes did not have air-conditioning, but the hotel room we all shared did. Since I paid for the room, we got to keep the a/c on. It was the only time Sandy conceded to me. We sailed well and won the qualifying series. I remember him calling home to

his wife, Mary, and telling her: “Hang on to your hat—we're in first place!” I'm afraid I choked on a couple of the races that counted; we ended 11th with a few good finishes toward the end. As we pulled out of the yacht club parking lot afterward, he turned to me and said, “I didn't want to say anything to you earlier, for obvious psychological reasons, but your jib is not very good!”

So the '74 NAC was an intense mix of exceeding some expectations, fulfilling others, and falling short on a few more. It was all of life crammed into five days, all of it in Sandy's presence for him to see me at my very best—and worst. At the time, I was honored, grateful, and humbled. I remain so, 32 years later. It was the high point of my life in sailing and will always be so. ♣

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT[®] BALLING ASSOCIATION



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1958	None
1957	None

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NORTH AMERICAN CHAMPIONSHIPS

YEAR	CHAMPION	CHALLENGER	LOCATION
2006	(RACE CANCELLED-INCLEMENT WEATHER)		CORINTHIAN, MA
2005	MARC EAGAN	PAUL LABUTE	HOUSTON, TX
2004	KELLY GOUGH	CHARLES BUFFINGTON	CARLYLE, IL
2003	BILL DRAHEIM	JERRY & GENE LANE	LAKE NORMAN, NC
2002	BILL DRAHEIM	FRANK GERRY	PENSACOLA, FL
2001	GREG FISHER	ALLEN TERHUNE	TOMS RIVER, NJ
2000	HARRY CARPENTER	CHARLES FOWLER	INDIAN HARBOR
1999	JOHN DANE	ANTON SPEAKER	GULFPORT YC, MS
1998	KELLY GOUGH	THOMAS LAWTON	LAKE CARLYLE
1997	KELLY GOUGH	JOHN BEERY	LAKE NORMAN, NC
1996	JIM CAVANAGH	GREG FISHER	OSWEGO Y.C., NY
1995	KELLY GOUGH	ROZ BOWEN	DALLAS, TX
1994	GREG FISHER	B. SUMMERFELDT	NORTH CAPEYC, MI
1993	ROD STEIFFEL	JOHN DOMAGELA	PENSACOLA, FL
1992	GREG FISHER	JERRY DEES	LAKE CARLYLE, IL
1991	RUBENSTEIN	MERRIFIELD	RIVERSIDE YC, CT
1990	EAGAN/FISHER	MEREDITH/SQUIBB	NEW ORLEANS, LA
1989	GREG FISHER	RALPH RIEU	OSWEGO, NY
1988	HARRY CARPENTER	JON LANCTO	LAKE NORMAN, NC
1987	GREG FISHER	BOB MACKENZIE	LAKE CARLYLE, IL
1986	MARC EAGEN	JACK STEWART	GULFPORT YC, MS

MIDWINTERS CHAMPIONSHIPS

YEAR	CHAMPION	CHALLENGER
1972	PAUL C. SCHRECK	VINCENT Di MAIO
1973	WOODY STIEFFEL	BUD BARRETT
1974	FREDE MENO	TOM DAVIS
1975	ART ELLI	ED REARDON
1976	MARC EAGAN	PETE O'NEAL
1977	GORDY BOWERS	MIKE JOHNSON, JR.
1978	MARK EAGAN	FARLEY FONTENOT
1979	BUBBY EAGAN	CHRIS DUKEMINER
1980	BUBBY EAGAN	MIKE JOHNSON
1981	MIKE JOHNSON, JR.	PAUL NEWTON
1982	ANDY FOX	SUE CLAY
1983	ANDY FOX	SANDY EUSTIS
1984	CHUCK BARNES	BOB SCHNEIDER
1985	GREG FISHER	BILLY ROSS
1986	GREG FISHER	IRA COHEN
1987	STEVE BELLOWS	JANE ALLEN
1988	GREG FISHER	JIM CAVANAUGH
1989	SAM HOPKINS	JOHN DAMAGALA
1990	MARK EGAN	PAT MANICCHIA
1991	E. DOYLE	N. GLASSBERG
1992	GREG FISHER	MIKE HARTMAN
1993	KELLY GOUGH	JIMMY RUTHVEN
1994	KELLY GOUGH	CAREY WILUSZ
1995	JOHN CLARK	FOREST ROGERS
1996	KELLY GOUGH	VINCENT SWEENEY
1997	GREG FISHER	GARY WERDEN
1998	GREG FISHER	RALPH RIEU
1999	DOC BELLOWS	RALPH COFFILL
2000	BILL EWING	JEREMY MULLIS
2001	KELLY GOUGH	MORGAN DOOLITTLE
2002	KELLY GOUGH	RALPH JONES
2003	KELLY GOUGH	STARLING GUNN
2004	MARC EAGAN	JOSEPH REIFENHAUSER
2005	GREG FISHER	DAN BAIRD
2006	MARCUS EAGAN	EDWARD SUMMERFIELD
2007	FRED STRAMMER	RICK BANNING

SANDY DOUGLASS BALLAD

(Tune)

(Casie Jones)

Sandy Douglass is a sailor's name;
On his 19 footer, boys, he won his fame.

(Sweet Adeline)

Across the blue in his canoe
He set his sail and then did haul

(Drunken Sailor)

What do you do with a racing sailor?
One who has mastered the wind and tiller.
Well, he goes to work to build one better.

(Shanandoa)

So Sandy went and built his Thistle
And his Highlander did make them whistle.
But with all of these he did not slow
For his family boat was soon to show.

(Clementine)

Bag pipes playing, kilts a swaying,
New boat coming? Like as not,
Sandy's there with a flare,
There she is, his Flying Scot!

(Scotland)

Oh you take the high tack
And he'll take the rumb line
Sandy'll finish afore ye.

By E. Paul Moore Jr.

In Memoriam Gordon K. (Sandy) Douglass

On February 12th, the legendary One-Design Sailor died after a long illness.

Gordon K. Douglass, known as "Sandy", began his life in Newark, New Jersey, went to Collegiate School New York, and to Dartmouth College. After graduation from Dartmouth in 1926 with a bachelor of science degree, he steered the course of his life until he found his "groove" for success: sailing, designing, building, and promoting small sailboats. He built his designs, Thistle, Highlander and Flying Scot with pride and integrity. In fact, if one were to describe Sandy Douglass with one word, it would be "integrity". And being a man of principle he expressed his sincere opinions in undisguised language.



Sandy devoted passionate energy to the sport of sailing and fought valiantly to keep his boats uncomplicated and One-Design. He clinched many a championship with only basic rigging and his wife Mary as crew. She was his favorite crew.

The joy Sandy gave to thousands of small boat sailors is immeasurable. But he was also an artist, writer, barbershop singer, town councilman, participant of Habitat for Humanity, husband, father and selfless friend.

Now this friend and mentor is gone and greatly missed. His body was cremated and his ashes were scattered in the wind from Sandia Crest near Edgewood, New Mexico, his last residence.

Gordon K. (Sandy) Douglass has crossed the final finish line. Let us salute him.

Irmgard Schildroth
FS 3921

Choosing a Name

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 sailmaker, 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.



'Metric' Scot By CHRISTOPHER KELLY

LENGTHS

hull w/o rudder	19 ft.		
beam	7 ft.	5.8	meters
mast		2.13	meters
boom	307 in.	7.80	cm.
batten/main long	150 in.	3.81	cm.
main short	40 in.	101.6	cm.
jib	30 in.	76.2	cm.
Spinnaker pole	8 in.	20.38	cm.
	7 ft.	2.13	meters

DRAFT

w/o centerboard	8 in.	20.3	cm.
with centerboard	4 ft.	1.239	meters

SAIL AREA

main	138 ft. ²	12.8	meters ²
jib	53 ft. ²	4.92	meters ²
total	191 ft. ²	17.72	meters ²

WEIGHT

hull	675 lbs.		
centerboard	105 lbs.	306.5	kilograms
rudder		47.7	kg.
mast	—	—	—
boom	39 lbs.	17.8	kg.
sails	11 lbs.	5.0	kg.
total	830 lbs.	377.0	kg.



Prototype FS #0 the "Patriarch" day-out at Corpus Christi (1956).



Founders Identified - Left to right, Top Row: John A. (Jack) Belerwaites, Bob Meese, Henry Huber, Gil Dobson, J. Mason Pilcher, "Creck" Stewart, John Farago, Bob Schneider, Bill Belerwaites, Jack Belerwaites, Jr. Second Row: Charlie Taft, John Thiesman, Warren Rupp, John Melville, Dick Peake, Ev Ohnsman (for Dr. Howard Taylor),

Ruel Berno, Dan Meckley, Kae Perkins. Bottom Row: Phyl Peale, Jane Melville, Mary Douglass, Truman (Tru) Clark, Gordon K. (Sandy) Douglass, Vera Farago, Fran Rupp, Barb Huber, Lib Stewart. Photo taken at November, 1958, Flying Scot Sailing Association Organization meeting.

The Beginning

By Robert Meese
CLU, Mansfield, Ohio

Dave Upham, one of our local Flying Scot (No. 59) skippers, has shared with me the issue of **Scots n' Water**, including the picture taken upon the occasion of the Flying Scot Sailing Association Organization Meeting in Mansfield, Ohio, in February, 1959. I would like to suggest that the gentleman with the glasses, standing next to Dick Peake, is Charles Silsbee from the Wilmette Fleet, rather than the other individual's name.

Seeing the picture of the Organizational Meeting, brought back many fond memories of the year 1959. At the Organizational Meeting in Mansfield, Tru Clark was elected President, and I was elected Secretary. Nine of us in Mansfield had talked Sandy Douglass into selling us nine Flying Scots all at one time. The original Fleet included:

No. 49 - Bob Meese, No. 50 - Paul Tappan, No. 51 - Dick Tappan, No. 52 - Hank Huber, No. 53 - Warren Rupp, No. 54 - Dan Meckley and Paul Berno, No. 55 - Tru Clark, No. 56 - Gil Dobson, and No. 57 - Bill McGraw.

Tru and I, accompanied by our wives, spent many pleasant evenings around my dining room table writing a monthly newsletter to all registered Flying Scot owners, responding to many inquiries of one variety or another, promoting membership in the

FSSA at five dollars a pop, and promoting attendance at the first International Flying Scot Regatta, which was held in August of 1959 on Clearfork Reservoir in Mansfield.

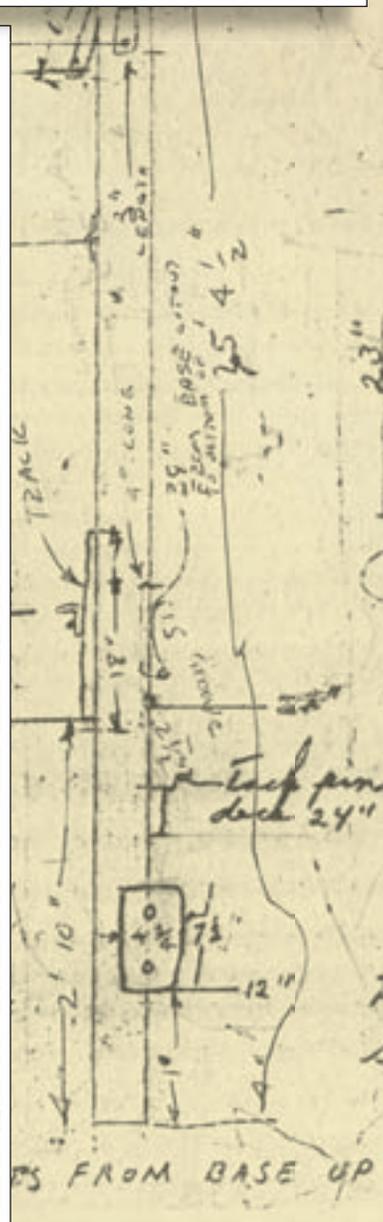
We conducted a contest to name the publication **Scots n' Water** which was very unfair. We named it **Scots n' Water** because we wanted to all along.

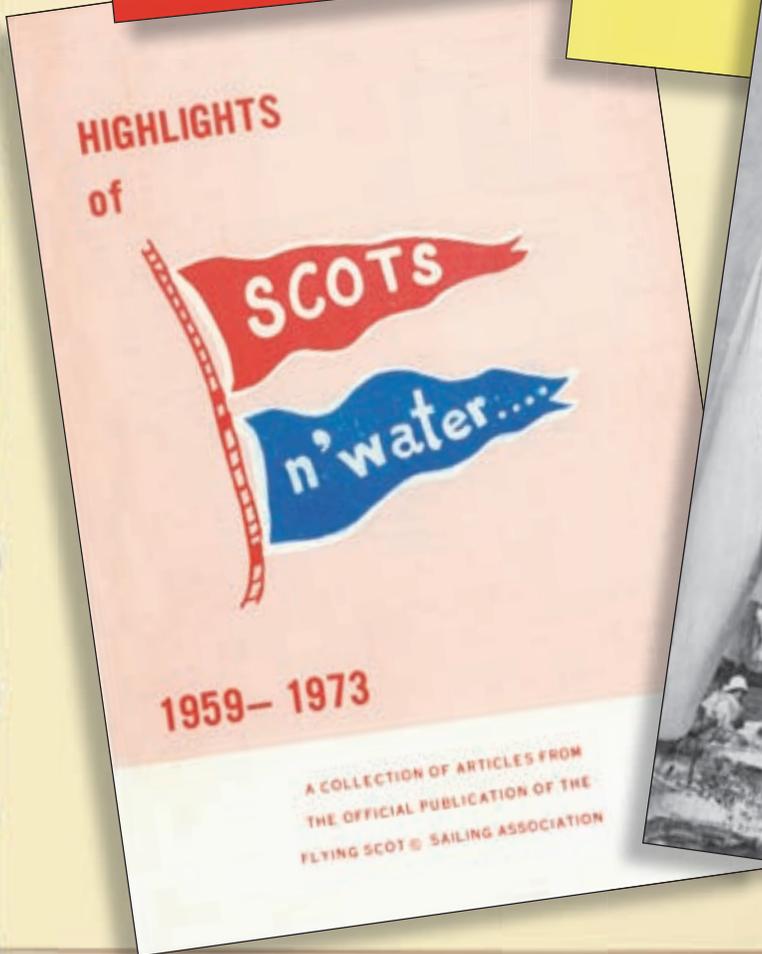
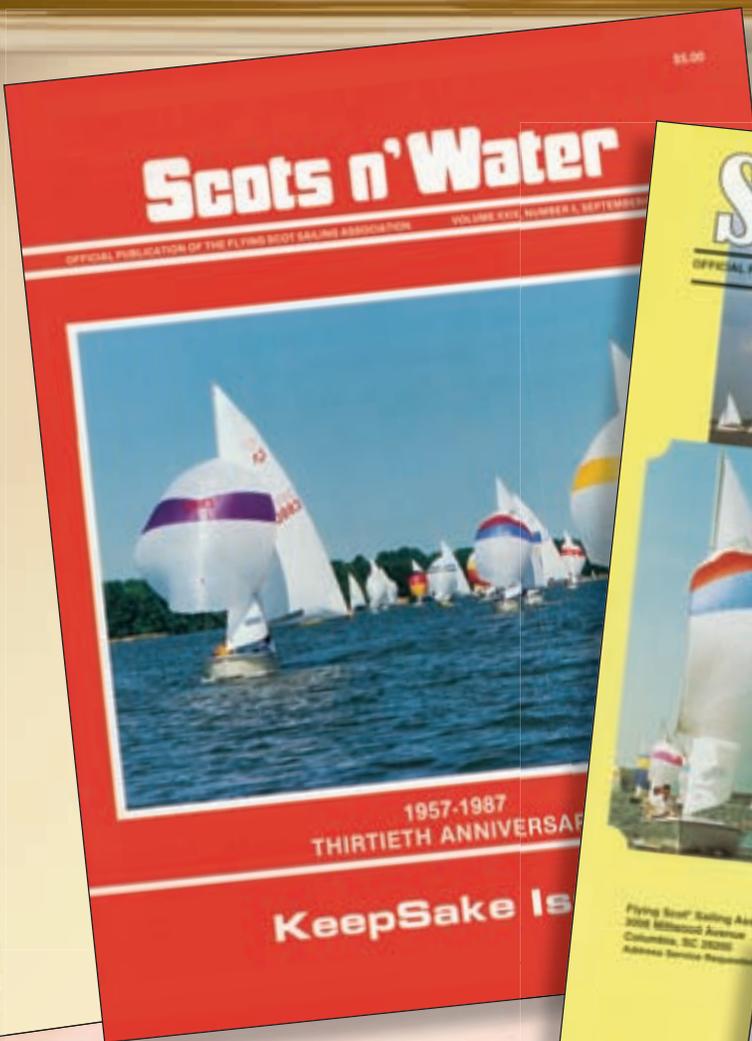
Among the many individuals who helped us promote our efforts were: Creck Stewart and John Thierman of the Columbus, Ohio, Fleet; Jack Bierwaites, and Charles Silsbee and Bob Schneider of the Wilmette Fleet; Bob Greening of the Edison Boat Club, Detroit; Dick Peake and John Melville of the Cowan Lake Fleet; Don Hott and Sandy Douglass of the Keyser Lake Fleet; and Ken Perkins of Edgewater in Cleveland. I am sure there were many others who helped tremendously.

As for me, the 24 hour or 48 hour stands required in most of the Lake Erie Off Shore Races have become almost too demanding. The obvious answer is to return to small boat racing locally, which I may do someday.

It is almost unbelievable that those early beginnings since 1959 have developed into a three-thousand plus boat class. My congratulations to all of those, including the present leadership, who have contributed so much to help it along the way.

Reprinted from March/April 1980





The Past



The Past



1. Buckeye Winners: John Aras [1], Scott Jones, Jo Baugher [2], Dan Miller, Herb Miller [3], Mark Allio, Jean Seifrick, Jack Seifrick [4], Jeff Walters. (1978)
2. Major Hall and Tom Ehman (1977)
3. 1980 Carolinas District Champion Kent Taylor (FS1296) and Crew Del Foster sailing to windward on Lake Norman. (1981)
4. Jack Orr Winning Marblehead Race Week and Northeast Regionals. Barnes (l) Rose (r) congratulate Dr. Jack Orr. (1975)
5. Paul "Crash" Newton former Scots N' Water Editor. (1981)
6. Flying Scot (1982)
7. Boulder Eric Ammann demonstrates that two men...380 pounds...float with bow plate and transom above water. (1978)
8. Sandy Douglass discusses the demonstration rides with planner, George Fischer, right, and FSSA Executive Secretary, Ed Eubanks. (1980)
9. WHAT A START! - Getting out of the berth can be half the problem as Floyd Davis (right) finds himself between a piling and Tom Ehman's boat as his crew tries to shove off. Ehman, in background, and Davis also tangled on the course in duels in the last three races. (1974)
10. Bill Singletary (1975)
11. Defending Champ - Tommy Ehman, 1973 FSSA champion, relaxes with crew member Dan Lyons (left) after winning the championship last year on Long Island Sound, off Riverside, Conn. Ehman put together a 4-2-2-2-7 series to hold off Paul Schreck by one-half point. (1974)
12. Sandy Douglass makes his point in chat with champ Art Ellis. (1975)
13. The Mid-Winters means good company and good conversation. Relaxing outside the St. Andrew's Bay Yacht Club in Panama City, Fla., are Paul Schreck of Lillian, Ala., Floyd Davis of Panama City and Bill Singletary, of Durham, N.C. (Photo by Bryson's of Pensacola) (1974)
14. Floyd Davis winner Executive Secretary Award. (1980)
15. Wally Lineburg presented the Foremost trophy to the Flying Scot Association. And President Bob Vance, right, presented the first winner, Larry Taggart of New Orleans. (1978)
16. Paul Nickerson, former Scots N' Water Editor & wife Chris. (1981)
17. Charlie Dees and Granny
18. Attendees at the 25th Anniversary Regatta who have been involved with Flying Scots for 25 years. Top row, left to right: Creston Stewart (No. 70), Dick Peake, (No. 18 and founder of Fleet 1), Ken Perkins (No. 11), Jack Brown (no 4), George Spencer and Don Hott (No. 29). Bottom row, left to right: Bob Greening (No. 30), Eric Ammann and Sandy Douglass. Also present: Ted Glass.

The Past



A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skippers while Anne McBride and Dunkin McLane hike. [Photo by Lynette Dean].



The Past



1. A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skippers while Anne McBride and Dunkin McLane hike. (1978)
2. GOING OUT AS CHAMP - Immediate past president and new commodore Ted Glass takes the microphone to accept the trophy for winning the Challenger Division at the NAC in Cleveland. NAC general chairman Rolf Krotseng (left) and new FSSA President Lewis B. (Buddy) Pollak flank Glass. (1974)
3. CHAMP - Carolinas' District winner Macon Singletary with parents Dr. and Mrs. William Singletary. Dad crewed. (1973)
4. Juniors learn leadership and responsibility from FSSA leaders like Gulf District Governor Mike Johnson who is always present for events in his area. (1980)
5. Scot designer Gordon Douglass
6. FSSA North American Champion Paul Schreck and crew Hunter Riddle and Rick Zern (FS 10) won third place honors representing the Flying Scot Class in the Championship of Champions.
7. Measurer, Sailmaker, Boat Builder - Waiting for the fog to clear are measurer Dan Hatt, sailmaker Al Schurr, and boat builder David Bell.
8. NAC Champs, Andy Fox, sitting and crew Andy Kleen, standing. (1981)
9. Buckeye winners, left to right, with crew sitting in front of skippers: 1) John Aras and crew Stu Tubbs; 2) Jack Seifrick and Jack, Jr.; 3) Jerry Hartman and Mike Salmon; 4) Paul Blonski, wife Mary Jo and brother John; 5) Jack Leipper and wife Rosalie. (1976)
10. Gordon "Sandy" Douglass with crew Eric Ammann control the start of the Douglass Monohull Regatta. Sandy won. (1979)
11. Trophy winners and Panama City, Florida hosts are, left to right, Allen Douglass, regatta chairman; Mike Douglass, fourth place finisher; Hoagie Herman, second; Marc Eagan, champion; Tom Ehman, third, and Commodore Lytle of St. Andrews Bay Yacht Club. (Photos by Hal Marcus) (1978)
12. Scot designer Gordon "Sandy" Douglass offers Paul Schreck congratulations on his third NAC victory, crew John Blonski beams his approval of winner's plaque (1975)
13. Gordy Bowers, Mid-Winters Champion. (1977)
14. "Butter Scotch" Scot surfing on Lake Michigan. (1976)
15. Top ten finishers at Clear Lake, Indiana, were (left to right) front row; John Stanley 10th; David North, 8th; Bob Edwards, 6th; Tom Ehman, 1st; Dan Miller, 3rd. Back row: John Moyer, 4th; Bob Welty, 9th; Jim Horein, 5th; Bob MacKenzie, 7th; and Jack Seifrick, 2nd. (1978)



THE AGE GAZETTE
 Weekly Newspaper Serving The Town Of Greenwich
 OLD GREENWICH COSS THURSDAY, AUGUST 22, 1968

Flying Scots Will Hold Nat'l Regatta Off RYC



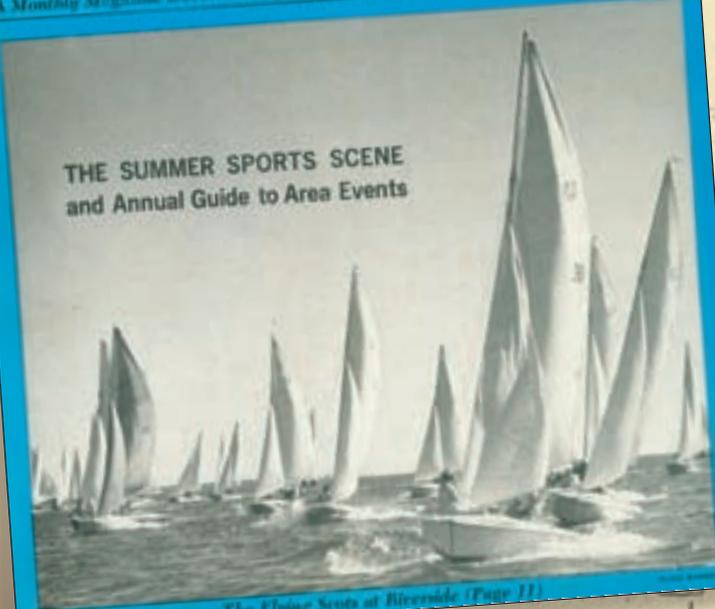
PICTURED HERE IS THE "ABOLUS," designed and owned by Lawrence W. Stone. The "Abolus" was last year's winner of the Flying Scot Fleet No. 1 and will compete in the 12th Annual Flying Scot North American Championship Regatta to be held Aug. 27 through 31 off the Greenwich Yacht Club.

Photo by Alice S. Doherty

U.S. Can't

THE GREENWICH SOCIAL REVIEW
 Vol. 21, No. 6
 A Monthly Magazine Devoted to the Civic and Social Interests of the Greenwich Area

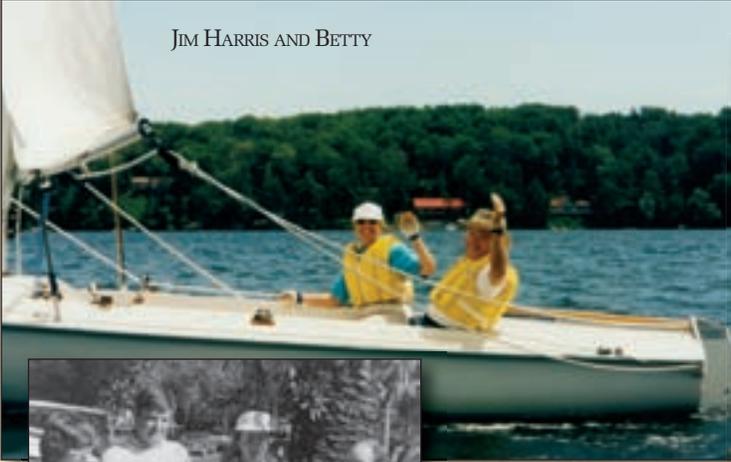
THE SUMMER SPORTS SCENE and Annual Guide to Area Events



The Flying Scots at Riverside (Page 11)
 WITH RAIL



JIM HARRIS AND BETTY



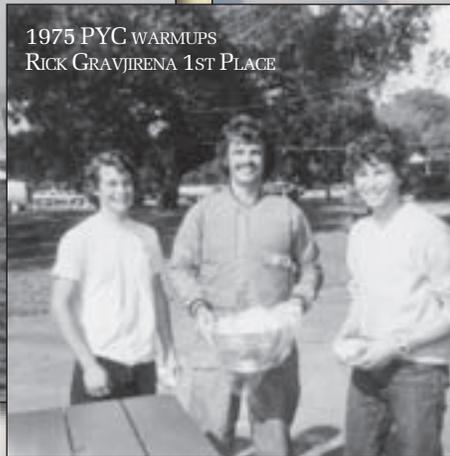
PADDLE, PADDLE, PADDLE...



1999 GREATER NY DISTRICT CHAMPIONSHIPS



1975 PYC WARMUPS
RICK GRAVJIRENA 1ST PLACE



FACES FROM THE PAST



CLARENCE A. ROSE
NE DIST. GOVERNOR



DONALD S. CHURCH
TEXAS DIST. GOVERNOR



JACK SEIFRICK
OHIO 1973



JACKSON T. WITHERSPOON
PACIFIC DIST. GOVERNOR



ROBERT E. DAVIS
CAPITOL DIST. GOVERNOR



BEARNS SMITH



WILLIAM V. SINGLETARY, MD,
CAROLINAS DIST. GOV.



JOHN MORROW
GULF DIST. GOVERNOR



RIBERT E. SCHNEIDER
MIDWESTERN DIST. GOV.



THEODORE G. GLASS



GORDON "SANDY" DOUGLASS
DESIGNER



ROBERT F. VANCE
TREASURER



DONALD C. HOTT
MEASURER



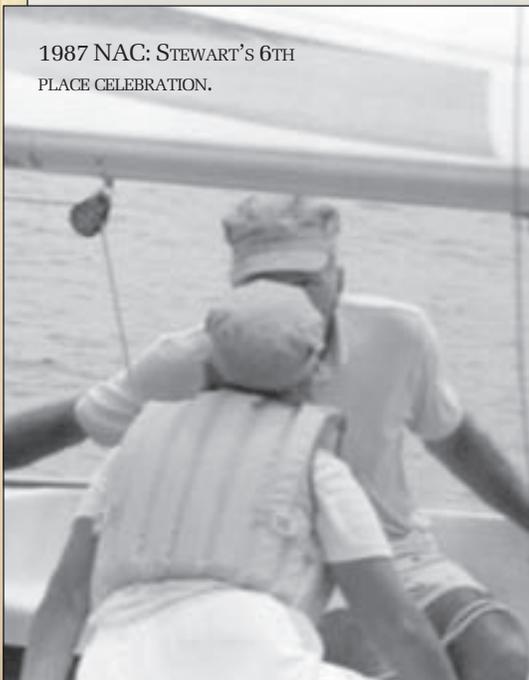
EDWARD G. SHARP
SECRETARY



LEWIS B. POLLAK
1ST VICE PRESIDENT



JAMES R. SMITH
MICH-ONT. DIST GOVERNOR



1987 NAC: STEWART'S 6TH
PLACE CELEBRATION.



Fleet of the Year

Perhaps the ability to handle the pressure of high-wind, high-speed sailing is transferable to other contests. Perhaps the members of this year's FSSA's Fleet of the Year Honor did just that in winning one of the closest contests in years.

This year's voluntary entrants numbered ten fleets. A wide variety of sailing locales and conditions were represented. Fleets considered in the 1985 competition were:

Fleet 3	Lake Michigan Wilmette, Illinois
7	Long Island Sound Riverside, Connecticut
9	Klinger Lake Sturgis, Michigan
21	Barnegat Bay Loveladies Harbor, New Jersey
27	Kerr Lake Henderson, North Carolina
31	Upper Barnegat Bay Shore Acres, New Jersey
34	Clear Lake Ray, Indiana
71	Smith Mountain Lake Roanoke, Virginia
83	Lake Carlyle Carlyle, Illinois
124	Duxbury Bay Duxbury, Massachusetts

All entrants were judged in sixteen categories based on information supplied in their application. Areas of the application that received the highest points and closest scrutiny were (1) percentage of local boats that belong to the FSSA, (2) the number and type of regattas hosted, and (3) the participation of fleet members in the N.A.C. A large discretionary section could have awarded up to fifteen points and covered areas such as local promotion, public relations, and local fleet development.

The competition among the top three finalists this year was very close with Fleet 31 edging Fleet 27 by only two points, 72 to 70. Fleet 7, host of this year's N.A.C., came a close third with 67 points. In all, a maximum of 132 points were possible.

Although Fleet 31 was strong in all areas, two stood out and pushed them to the top of the entrants. First, the fleet has been very successful in promoting the Scot in their area. Although chartered 22 years ago, the fleet stayed small (3-6) members until 1980 when their

Fleet 31 Repeats Earlier Success

numbers jumped to 20. The following year saw 30 members and the growth has continued until there are presently 44 members. But not only



Proud members of Fleet 31 accept on behalf of their Fleet

are there many new Scot's sailing the blustery waters of Barnegat Bay in the last several years, Fleet 31 has been remarkable in that all 44 of this year's fleet are members of the Association! Quite an accomplishment, indeed.

Those familiar with the Scot have probably heard the names of Ralph and Ethel Mance mentioned over the past several years and with good reason. They have been the driving force behind the dynamic growth of this year's winning fleet. Promoting the Scot, with the assistance of the Douglass Boat Co., at local shows,

(continued page 9)

The West Scot Corporation

2080 West 2200 South
Salt Lake City, Utah 84119

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1995 NAC
CHAMPIONSHIP
WINNERS

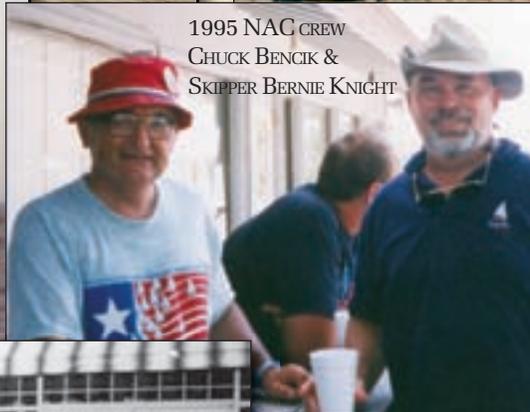


1995 NAC
CHALLENGER
WINNERS

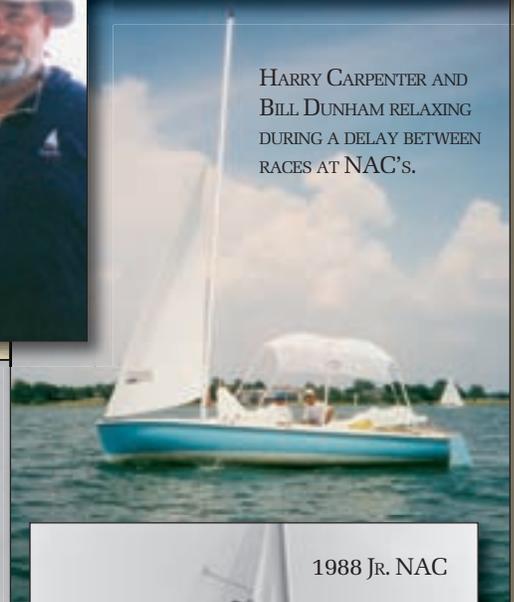
1974 NAC



1995 NAC CREW
CHUCK BENCIK &
SKIPPER BERNIE KNIGHT



HARRY CARPENTER AND
BILL DUNHAM RELAXING
DURING A DELAY BETWEEN
RACES AT NAC'S.



1988 Jr. NAC TOP FIVE SKIPPERS & CREWS

1976 Jr. NAC



1988 Jr. NAC



2002 NAC



2002 NAC



CLOCKWISE, L TO R: MARK HEDERSON OFF MARINA DEL RAY, '94; 1987 BUCKEYE REGATTA TOP 10 CREWS; THE GOUGH'S, FS 4545, JOIN BRIAN PACE & RICK BAUER, FS 4800, AT '95 NAC PRELIMS.; 1996 PHOTO BY DICK BENE; '94 CANDLEWOOD LAKE INVITATIONAL; STEVE RAPER CRUISING AT SMITH MOUNTAIN LAKE; WIFE-HUSBAND FS 12909 DIANE & BILL ROSS AND WENDY & GEORGE EVANS, LAKE TOWNSEND, GREENSBORO, NC. CENTER: SKIPPER JOE BRAKE WITH HS CREW, DAD, ROGER BRAKE.





LEFT: SCOTT SELF AND "RED DOG" JONES IN FS 4317 JOCKEY FOR POSITION IN THE STARTING LINE IN ONE OF THE PRELIMINARIES OF THE '95 NAC AT RUSH



CREEK. BELOW LEFT: ANOTHER FINE MESS! BILL DREHEIM AND JEFF PROGELHOFF, FS 4271, SAIL TO A DIFFERENT DRUMMER AT RUSH CREEK.

NATIONAL FLYING SCOT SAILING ASSOCIATION OFFICERS



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J. Fred Welatz, Jr.



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Treasurer
William C. Garrett



Master
Steele Y. Griswold



Designer
Gordon E. Douglas

Dear Flying Scot Skippers, Crews, Family and Friends,

Welcome to the 1968 North American Championships! Fleet 7 is delighted to have you on hand and hopes you have a wonderful time. You will make many new friends because our class seems to attract a very congenial group. And we're certainly getting numerous - 1500 boats now, an increase of 225 since last August, the largest increase ever!

In your behalf, I want to thank Bob Vance and his regatta committee for their diligent efforts in putting on this event and the Riverside Yacht Club officials and race committee members for their great assistance in the endeavor.

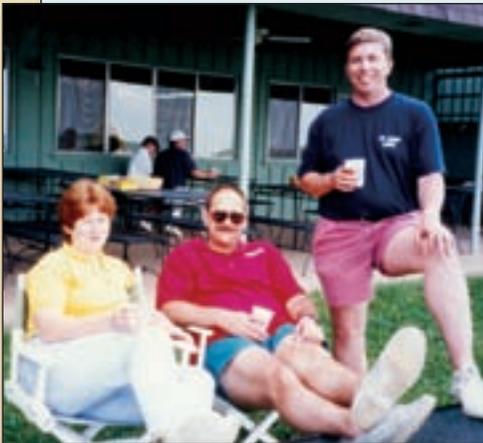
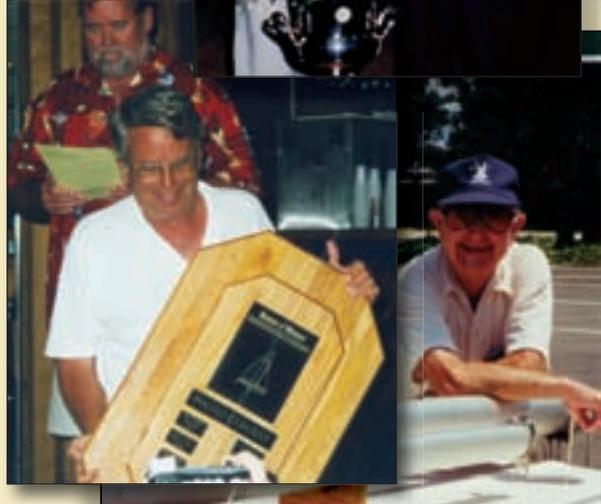
Good sailing and good luck!

Sincerely,

J. Fred Welatz, Jr.
J. Fred Welatz, Jr.
President

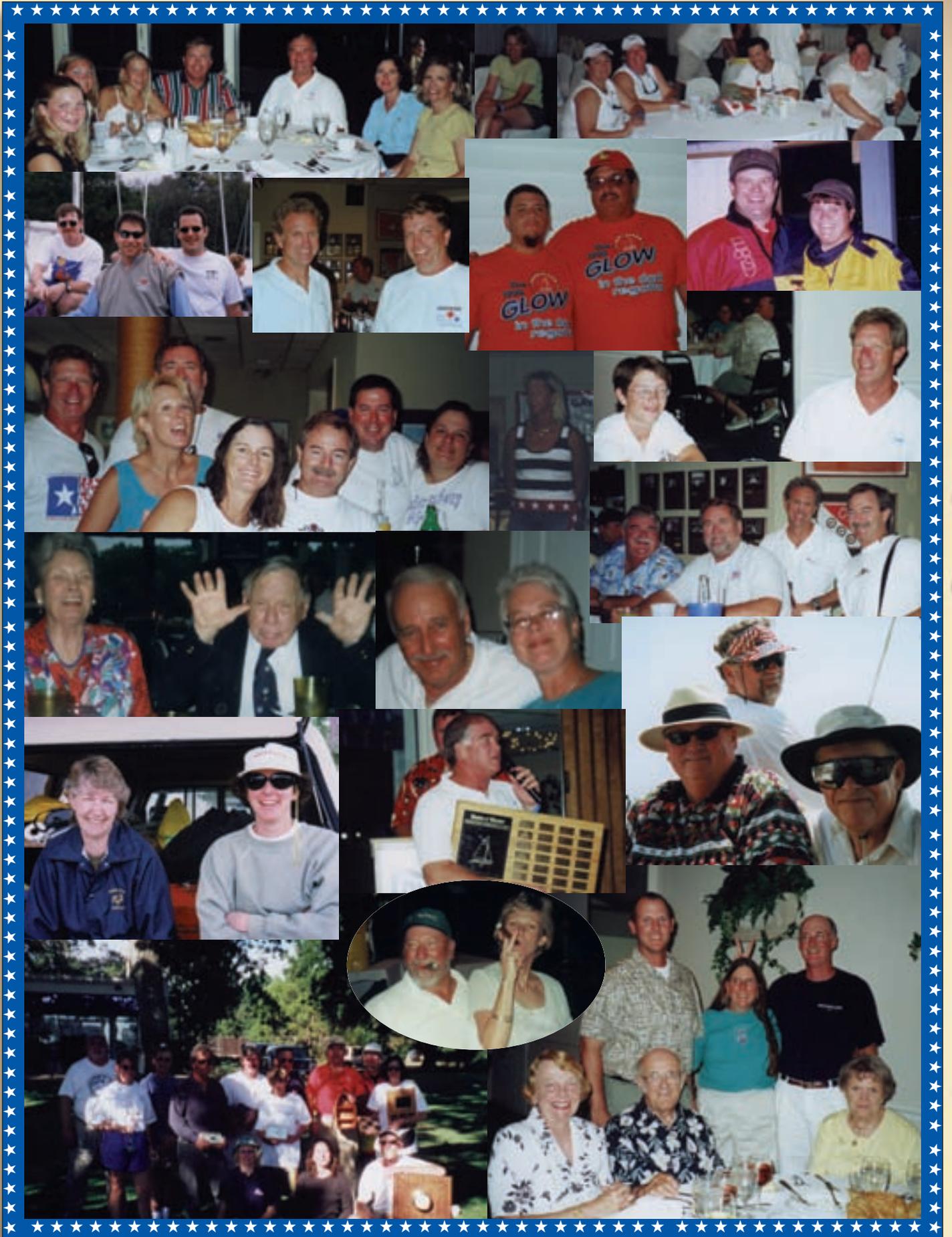


MINNA & CURTISS (RIGHT) TORRANCE ACCEPT THE SAYRA SPORTSMANSHIP AWARD. BELOW (R): 2002 EDITORS AWARDS (L) PETER ATKINS IN '94 WITH FS 3479



ABOVE: OHIO DISTRICT'S PAM & BRIAN PACE WITH HARRY CARPENTER; ABOVE (R): SAIL FOR THE GRAIL IN OHIO; FAR RIGHT: CHARLIE FOWLER HOLDING A CLINIC; RIGHT: GREATER NY DISTRICT'S SHORE ACRES YC, NJ.





The Best thing About the Flying Scot is the PEOPLE!



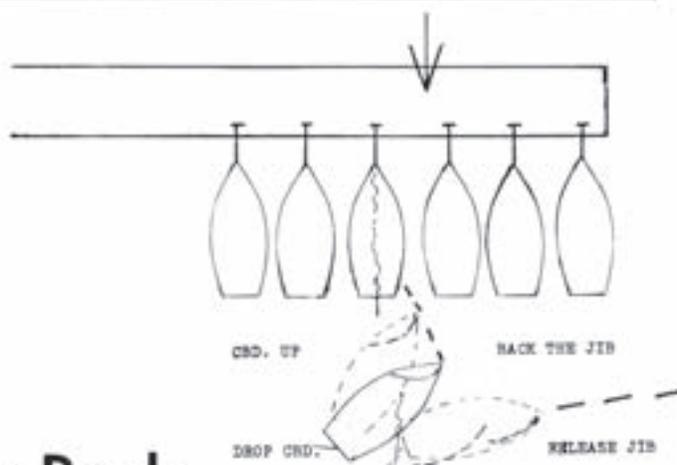








FUNDAMENTALLY SPEAKING



How to Back a Scot Out of a Slip

Gordon K. 'Sandy' Douglass
FS 3000

Many yacht clubs, such as our Deep Creek Yacht Club, present a recurring problem to small-boat sailors resulting from our long pier extending at a right angle to the prevailing wind. Such a pier offers safe mooring to many boats lying abreast, trailing before the wind. Before races we often will see a dozen Scots in a row.

Not all of these boats will be ready to go at the same time, and herein lies the problem for any but the outermost boat. Backing out of a slip is not easy. The problem comes from the nature of sailboats to luff into the wind. The skipper who orders his crew to cast off and shove the boat astern may find that even before he has backed clear of the adjacent boats, his own boat has fallen off enough to fill the sails. Soon losing its sternway, the boat charges ahead and, despite his best efforts with the rudder hard over, the skipper finds his boat luffing up into the other boats.

How should this maneuver be carried out? What is the proper procedure for backing out of a slip? First of all, it is not enough merely to have the main sheet slack. Because

the next course will be a beam reach to clear the other boats, the main sheet must be run out, in advance, to where the sheet still will be slack even with the boat beam to the wind. If the sheet is not run out in advance, the mainsail will drive the boat ahead and into the other boats — the last thing we want to happen.

Most important to this maneuver is the position of the centerboard. Contrary to the common belief that

the centerboard gives control when it is down, that belief is only partly true. The centerboard does give control when we want the boat to go to the windward. It prevents the boat from sliding off sideways. But when we are trying to leave the slip we want the boat to slide off instead of luffing. We want the boat to slide off, and without any board down this is what she will do.

The correct way to leave the slip, then, involves:

1. The main sheet should be run out to give it plenty of slack so that the main will not fill.
2. The centerboard should be raised all the way up.
3. The crew should give a hard shove directly astern, then come aboard and prepare to back the jib on the onshore side, but not before the boat is astern of, and clear of, the other boats.
4. The skipper should steer the boat to keep it moving straight astern and head to wind but, if anything, tending to fall off in the direction of the open water.
5. Once the boat is clear astern of the others, the skipper pushes the tiller to head the boat out, the crew backwinds the jib to throw the bow away from the shore, and then, as soon as the boat is safely in the clear, he trims the jib and lowers the centerboard while the skipper bears away and sheets in the mainsail.



The Duncans and McLaughlins cross tacks on Lake Norman

FUNDAMENTALLY SPEAKING

Understanding the Terms: Sails

At the sailboat marina where I work in the summer we have both privately owned and rental sailboats. On really beautiful summer days when 'fair-weather' sailing is at its best, many of the local sailors engage in a sport called 'rental watching.' While rental watching involves all aspect of observation of less-experienced sailors, the most easily observed renter activity is sailraising. What sailors later do out on the lake is difficult to see (unless you are a true watcher and carry field glasses!) but how sailors, particularly inexperienced ones, attempt to attach and raise their sails is easy to watch from the deck of the boat or the end of the dock. This month's column is dedicated to those sailors who are not familiar with the parts of a sail and thus have some difficulty attaching, raising, or using them properly.

Basically, sails are cut into a shape which resembles some form of a triangle. The **head**, or top, of the sail is right where you would expect it to be. The bottom of the sail, or the **foot**, is also logically named.

From there on it becomes a little trickier and you may want to refer to the drawing. The front edge of the sail is called the **luff**. The back edge of the sail is called the **leech**.

A sail, in order to work properly, must not be flat like a bed sheet. (If it were *that* simple, a lot of sailmakers would be out of business!) Instead, it must have some shape built into it, much like a pair of pants does in the seat or a shirt does in the chest. In order to produce this shape the panels of the sail, which are normally 36" wide, are adjusted slightly on the seams to create the **draft**, or fullness of the sail. Depending on *how much* the seams are adjusted, the sail will be flat, full, or somewhere in between. And, depending on *where* the seams are adjusted, the draft can be moved into different locations of the sail. If you drew a straight line from the head to the outer end of the sail, you would find that the sail shape is actually convex. The material outside this line is called the **roach**. In order to prevent this area from flopping over due to gravity, thin strips of wood, plastic, or fiberglass are

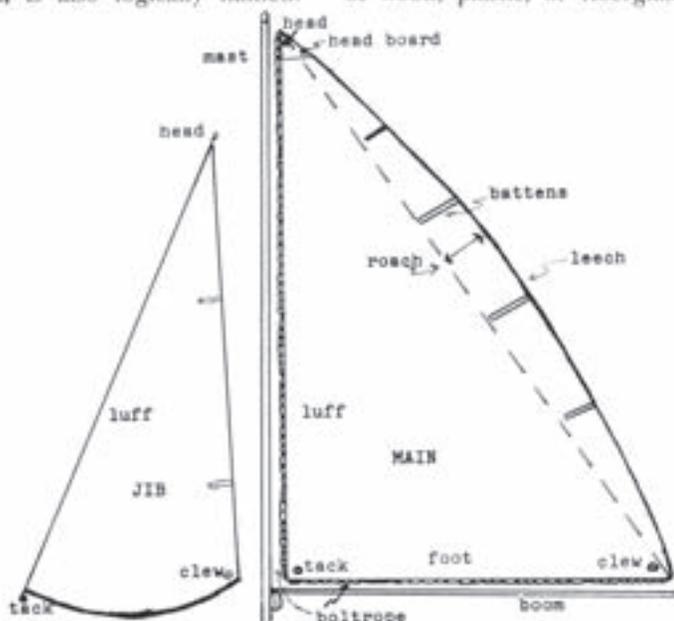
used. These are called **battens**. A Scot mainsail has four, all of which are removable to facilitate folding and storing the sail. The jibsail on a Scot has two, both of which are permanently sewn in. Because they are small and short, the sail can be folded easily with them in the sail.

In order to attach the sail to the mast and the boom, the mainsail on a Scot has a rope sewn onto the luff and the foot; this is called the **bolt-rope**. By feeding this into the track on both the mast and boom, the sail is properly attached. The three points of attachment to the mast and boom are at the **head**, the **tack**, and the **clew**. When pulling the sail out of the bag the head is usually easy to find because it has a heavy board, called appropriately enough the **head board**. The tack is also easy to find because most sailmakers want you to remember who made this sail for you and conveniently attach their insignia right there, near the tack of the main. By process of elimination, the other end is the clew and is pulled out the boom. At all three points of attachment there are **grommets** made of brass or stainless steel sewn in.

The jib also has a head, tack and clew, but does not have a head board or a boltrope attached. Instead, a wire runs up through the luff of the sail. It terminates at the bottom (tack) in a loop of the wire and at the top in a similar loop. The foot is not attached to a boom, but is instead controlled by lines – **sheets** – that attach to the clew grommet and run to blocks on the deck.

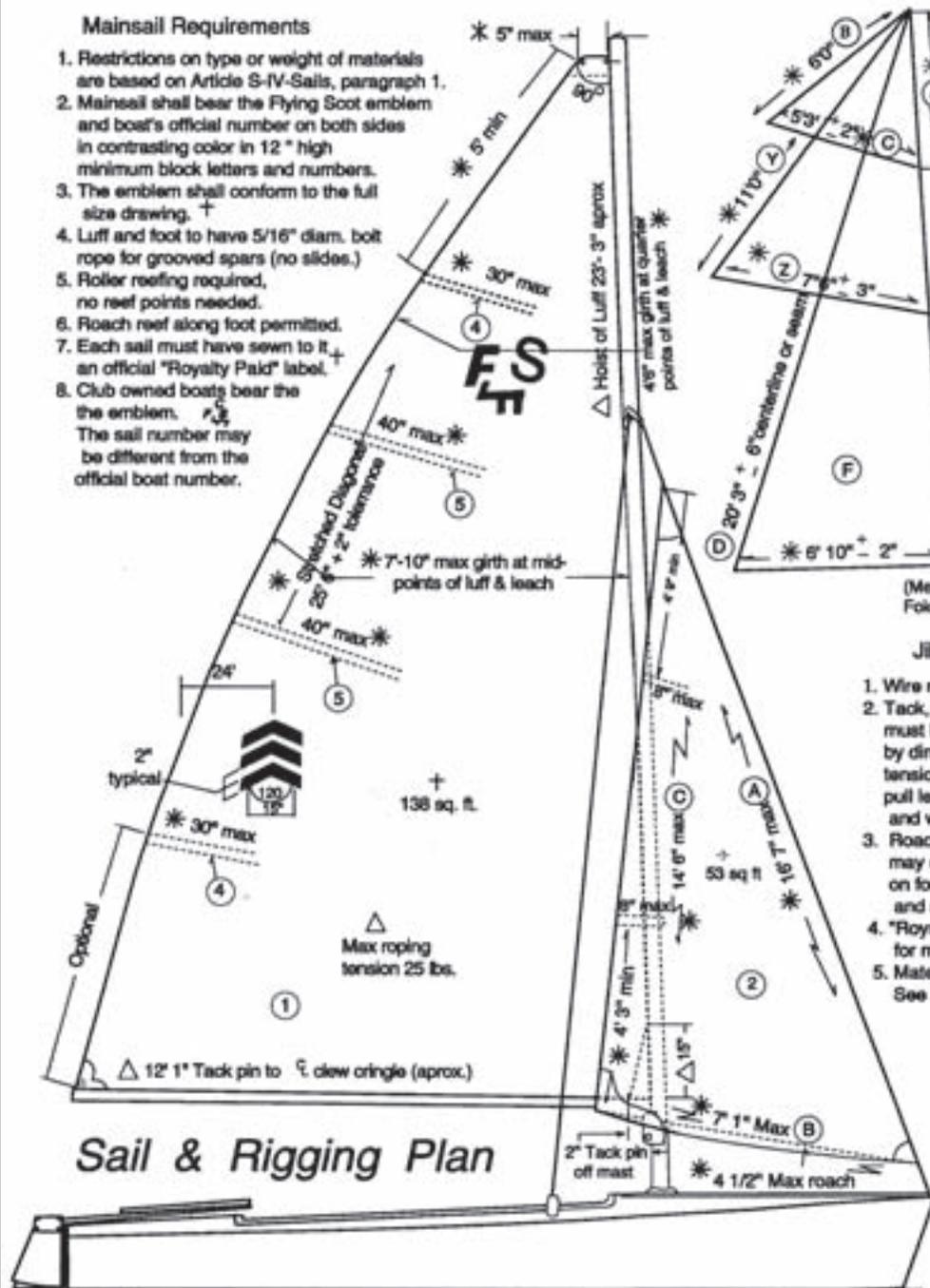
In order to raise either sail, you must attach the halyard to the head with a shackle. The sail is raised by inserting a handle into the **winch** on the mast and turning *clockwise* as the sail raises. You can adjust the wrinkles out of the luff of the jib or main by cranking up the sail *just until they disappear and no more*. You can adjust the wrinkles out of the foot by pulling the line attached to the foot's clew in a similar manner; pull the line just until the wrinkles disappear.

By attaching the halyard to the appropriate grommet or loop at the head and by removing any horizontal or vertical wrinkles along the foot and the luff, you will be secure in the knowledge that you not only have your sails adjusted properly, you have also ruined the moment for any 'rental watchers' in the vicinity. Enjoy!



Mainsail Requirements

1. Restrictions on type or weight of materials are based on Article S-IV-Sails, paragraph 1.
2. Mainsail shall bear the Flying Scot emblem and boat's official number on both sides in contrasting color in 12" high minimum block letters and numbers.
3. The emblem shall conform to the full size drawing.
4. Luff and foot to have 5/16" diam. bolt rope for grooved spars (no slides.)
5. Roller reefing required, no reef points needed.
6. Roach reef along foot permitted.
7. Each sail must have sewn to it an official "Royalty Paid" label.
8. Club owned boats bear the emblem. The sail number may be different from the official boat number.



Sail & Rigging Plan

Running Rigging

1. No locking device for halyards, other than the standard halyard winch box, is permitted. Weight of all sails must be carried on the halyards when set.
2. Mainsheet tackle blocks must be affixed to end of boom and rudderhead respectively lead of handling end of sheet as provided in S-III-5.
3. Recommended dimensions for other items:

Item	length	diameter
Spinnaker sheets	40'	1/4"
Spinnaker halyard	40'	1/4"
Centerboard Qum pen.	36'	1/4"
Boom Vang	20'	1/4"
Main Halyard	52'	1/16" 7x7 ss
Jib halyard	37'	3/32" 7x19 ss
Centerboard pennant	6'	3/16" 7x19 ss
Lifting sling- 1 cable	58'	1/4" 7x19 ss
1 cable	72'	1/4" 7x19 ss
Mainsheet	57'	3/8"
Jib sheet	30'	3/8"

+ Available from FSSA Secretary

△ Denotes Sailmakers Dimensions

Part Names			
1. Mainsail	19. Gooseneck	36. Jib blk or Fairlead track	52. Centerboard Pen
2. Jib	20. Tack Pin 21.	37. Jib Block or Fairlead	53. Mast Stepping P
3. Spinnaker	21. Vang Track	38. Hexaratchet Block	54. Centerboard Gas
4. Batten 3/16" x 5/8 x 30"	22. Vang Slide	39. Cleats	55. Winch cranks (no
5. Batten 3/16 x 5/8 x 40"	23. Clew Outhaul Cleat	40. Centerboard Cleats	56. Mooring ring & st
6. Mast	24. Boom Plug Assembly	41. Centerboard Rollers	57. Keel moulding
7. Main Halyard winch	25. Outhaul & Tunnel Stop	42. Lifting Strap	58. Hexaratchet Swi
8. Jib Halyard winch	26. Mainsheet Fiddle Block	43. Vang Bridle	59. Clew Outhaul Bk
9. Winch Cheeks	27. Mainsheet Becket Block	44. Centerboard	60. Midboom Bale
10. Spinnaker Pole Track	28. Rudder Assembly	45. Centerboard Winch	61. Centerboard penn
11. Spinn. Pole Ring Slide	29. Rudder Head	46. Tiller	62. Spinnaker Fairl
12. Topping Lift Fairlead	30. Rudder Plate	47. Tiller Extension	63. Safety Line
13. Spinn Halyd Fairlead	31. Rudder Pintles	48. Bow Toggle Plate Assembly	64. Vang Ball
14. Forestay Tang Plates	32. Pintle Pin	49. Bow Toggle Cable- Jib	
15. Shroud Tang Plates	33. Rudderhead Mainsheet Strap	50. Bow Toggle, Cable & Turnbuckle Assembly - Forestay	
16. Masthead Plug	34. Bow Plate	51. Forestay Pin 3/16" x 3/8" ss	
17. Masthead Sheave	35. Mast Step		

Spinnaker Req

1. Each line of Mea be pulled just fr while that dimen being measured
2. "D" is a measur seam line not th
3. All three measur A-B-C to be tak neously witho position of the r Lufts measured
4. #3 also applie and L-D-F.
5. All nine measur be taken witho opportunity for s or shrinking any
6. "Royalty Paid" la note #7 for mai
7. Spinnaker pole (max. length incl is 7 ft. Waker p (design opt.) max including fitting
8. Spinnaker must official number o located approx. 1 down from the h numbers in color to background a
9. Type and weight Article S-IV-Sails

Jib Requirements

1. Wire rope luff 3/32" min. diameter.
2. Tack, head & clew (disregard fittings) must lie wholly within triangle defined by dimension A-B-C when sufficient tension is applied to straighten luff & pull leach and foot just free of wrinkles and with tack in lower corner of triangle.
3. Roach on foot & leach is optional and may extend beyond triangle sides. Roach on foot not to exceed 4 1/2" at any point and must be a fair curve.
4. "Royalty Paid" label. (See note #7 for mainsail req.)
5. Material- Type and weight restrictions: See Article S-IV-Sails, paragraph 1.

Standing Rigging

1. Shall conform to official drawings on record with the Association and shall not be expanded or contracted during a race.
2. No change in the place of entry of the stays into the deck shall be made.
3. Hiding straps, boards or similar equipment is prohibited.
4. Forestay 18- 1/4" 3/32 1x19 ss.
5. Shrouds 18'- 4 1/2" 5/32" 1 x19 ss.

Rudder Req

Aluminum
3/16" min.

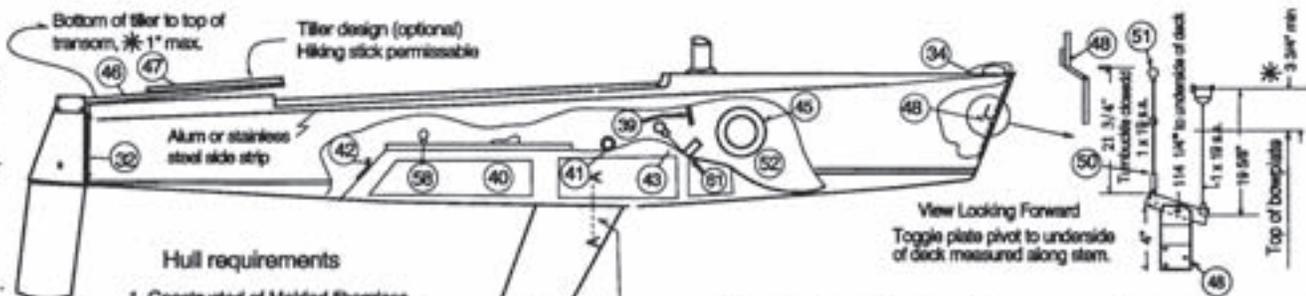
Requirements

Measurement to
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on both sides
3 distance
oad in 10" min.
contrasting
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restricted: See
s, paragraph 1.

Requirements

plate
thickness
18" MIN
25" MIN
12" ± 1/4
12" min
radius

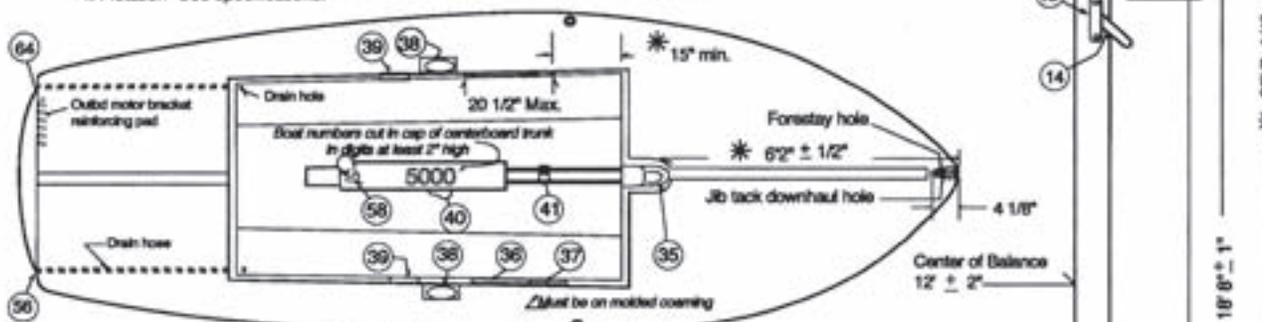
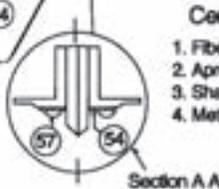


Hull requirements

1. Constructed of Molded fiberglass.
2. Hull weight must not be less than 675 lb. when stripped of all normally removable gear, such as spars, sails, rudder, centerboard, standing rigging, running rigging, etc.
3. There shall be no structural changes in the hull, rudder, centerboard & spars, and no lightening of existing parts.
4. Flotation- See specifications.

Centerboard Requirements

1. Fiberglass construction 105 ± 5 lbs.
2. Approx. 80 lbs. lead enclosed in lower tip.
3. Shape shall conform to official mold.
4. Method of hoist- differential winch.



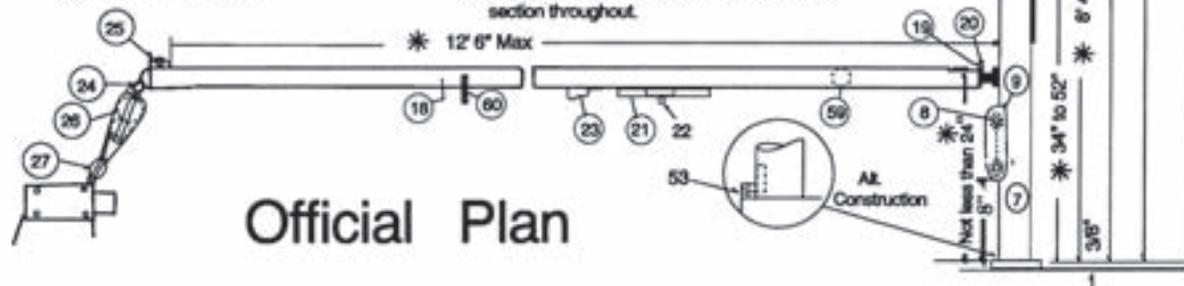
Hull & Fitting Plan

Boom Requirements

1. Shall not weigh less than 11 lbs.- Aluminum
2. Boom must be capable of being roller reefed.
3. Design of gooseneck (optional.)
4. Sliding gooseneck not permitted.
5. All- 1/3 clear on sides.

Mast Requirements

1. Aluminum centered 6'-2" ± 2" from bow measured along deck.
2. Mast shall not weigh less than 39lbs. completely rigged with all halyards, stays and winches.
3. Pivot mast not permitted.
4. Center of balance 12' (± 1/2") above heel with both halyards attached to spinnaker pole ring in lowest position and shrouds and forestay dressed along mast to heel.
5. Extrusion from official die, and uniform cross section throughout.



Official Plan

* Denotes Critical Measurements

These measurements must conform to F.S.S.A. specifications for boats entering sanctioned competition.

Flying Scot
Designed by Gordon K. Douglass
F.S.S.A.
Class Specifications

Sail Plan

Drawn by G.K.D. 6-15-66
Redrawn by R.Schneider Ft 3 2-4-59
Revised by E.B. Cobb 3-15-65

Boat & Sail Plan

Redawn by B.King Ft 8	8-16-61
Revised by B.King Ft 8	12-01-61
Revised by B.King Ft 8	4-10-62
Revised by E.B. Cobb	3-15-65
Revised by S.T. Griswold	3-13-67
Revised by S.T. Griswold	3-15-68
Revised by D. Hott	8-10-72
Revised by D. Hott	2-12-73
Revised by D. Hott	10-08-75
Revised by D. Hott	5-15-84
Master Redrawn	11-01-85
Revised by R. Neff	12-30-98

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FUNDAMENTALLY SPEAKING

Reading the Wind, Part I

A few years ago, I worked a seminar in which a participant suffered a most embarrassing moment. After the early morning briefing on the day's sailing activities, the sailors rigged their boats and began to head out for the course. As the sailors slowly glided off the shore in what appeared to be only 1 or 2 mile an hour winds, a Scot unceremoniously flipped. As the embarrassed skipper stood in the apparently calm 3 feet of water and easily righted his boat – amid a chorus of good-natured catcalls and guffaws – many asked the obvious question: Why? This article will look at that most perplexing of topics for most sailors, how to read the wind.

Because the wind is invisible, many sailors are never really sure where it is coming from. Obviously, though, nothing in sailing can be more important. Since the wind is our fuel, all sailors need to know where it is coming from, and at what velocity, at all times. For many, the good sailor's ability to "read" the wind is as mystical and magical as picking the "right" stock in which to invest. Actually, though, the good sailor combines both a knowledge of wind and weather theory and experience in order to make those educated guesses which, more often than not, seem to be accurate. This month we will look at some basic theory of how the wind works.

Perhaps the most helpful way to view the wind is to look at it as a fluid. As such, it bends and flows much the same way as water might in similar circumstances.

The perspective of the wind when sailing on the water is much different than the perspective you can gain by looking at the wind on the water from a higher elevation, say from the top of a nearby bluff. There

you see that the wind moves in patterns across the water; patterns that can be better studied from on high.

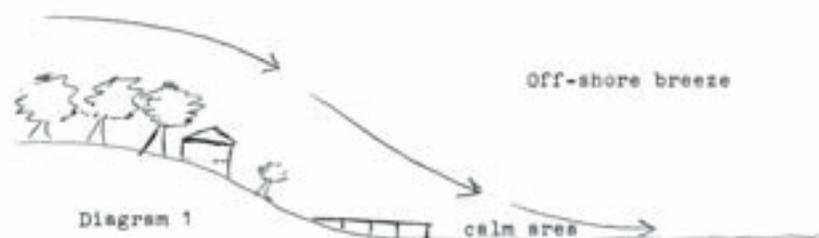
The fellow who so unceremoniously capsized in apparently calm wind perhaps did not understand the difference in how the wind acts near shorelines. As wind comes over the typically higher structures and buildings on the shore, it drops to the water level. But that drop is gradual and may take many more feet to "drop" than one might expect. Thus, while the water near the shore looks calm, there is a point where the wind starts to drop that may catch the unaware sailor off-guard. (See Diagram 1) This off-shore breeze requires, then, a look farther out into the lake so that the sailor has an idea what the wind is really doing, not what it seems to be doing near the shore.

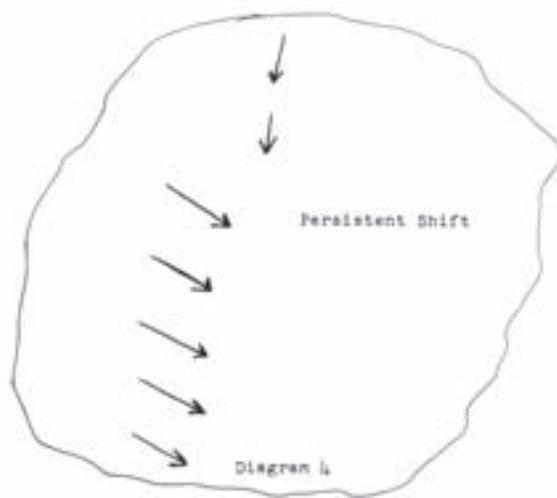
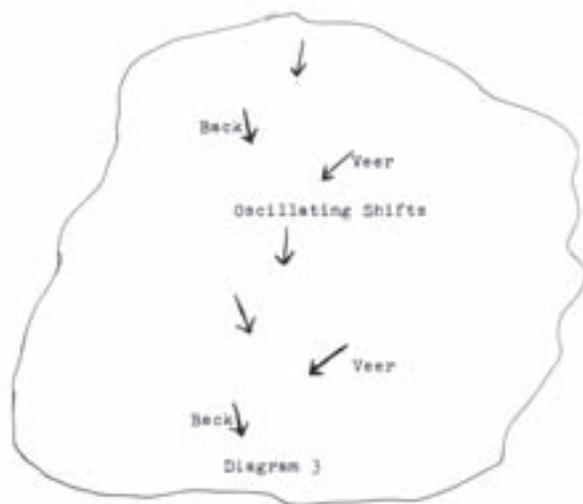
On-shore breezes are easier to understand since the wind direction and velocity can be more accurately determined while standing on the dock or on shore. While the wind again bends, in this case upwards, it does so only when it hits solid objects, thus you can "read" it more accurately, at least until it begins to go up and over the trees and buildings. (See Diagram 2)

Once out on the lake the wind, as you undoubtedly have realized, does not stay all that consistent. It changes angles and velocity, often with seemingly little rhyme or reason. While it may be difficult to predict at first, you should learn to identify what the wind is doing when it changes directions.

Wind changes can be classified into two major groups: *oscillating* and *persistent* changes. Oscillating winds are those that come from generally the same direction down the lake, but change headings from 5-10° from the average wind direction. If you time them, you may find that oscillating winds often shift in a timed pattern, say every two or three minutes. Knowing that can make the shift less unpredictable and more manageable. (See Diagram 3)

We can label either type of shift direction change with the same terms: *veering* or *backing*. A veering wind shifts in a clock-wise direction from the original wind. A backing wind shifts counter-clockwise. (See Diagram 3)





Fundamentally Speaking

Persistent shifts in wind are those that move away from the average

wind direction a fairly significant amount, usually more than 10°, often as much as 30-40°, and occasionally as much as 180°! They also move from the average for significantly longer periods of time, maybe as long as the rest of the race or until you finish your sail home. (See Diagram 4)

As wind flows down the lake, it not only shifts, but it also is affected by any land masses, such as islands and shorelines. The wind, like any fluid, bends and may change direction, sometimes quite drastically. Actually, though, these changes are more predictable than you may have once thought, once you understand

GO FAST

Super Schreck Sails

You can't beat 46 years of sailmaking and 58 years of sailing. Our sails have won it *all* in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and many others.

**Our prices are fair
and our delivery is prompt.**

Get the edge over your competition now with your own set of Super Schreck Sails. Call about our Special Yacht Fleet discounts.

the idea that the wind flows around and over objects. For example, you have probably noticed that there is very little wind in the lee of an island. Diagram 5 shows why. And you may have noticed that you may sometimes sail on a different course near the shore than farther out on the lake, especially nearer the windward shore. Again, the diagram shows you how the wind bends. (See Diagram 6)

Finally, you should know that as a puff of wind hits the water, thus increasing velocity, it does not hit in the same way over the entire area. The wind actually "fans out" over the water. Thus, the wind near the edges of the puff will vary in direction than that at the center. (See Diagram 7)

While all of these concepts may seem difficult to master, they really aren't — as long as you think of the wind as a fluid. When sailing with this knowledge, you can begin to understand and even predict what

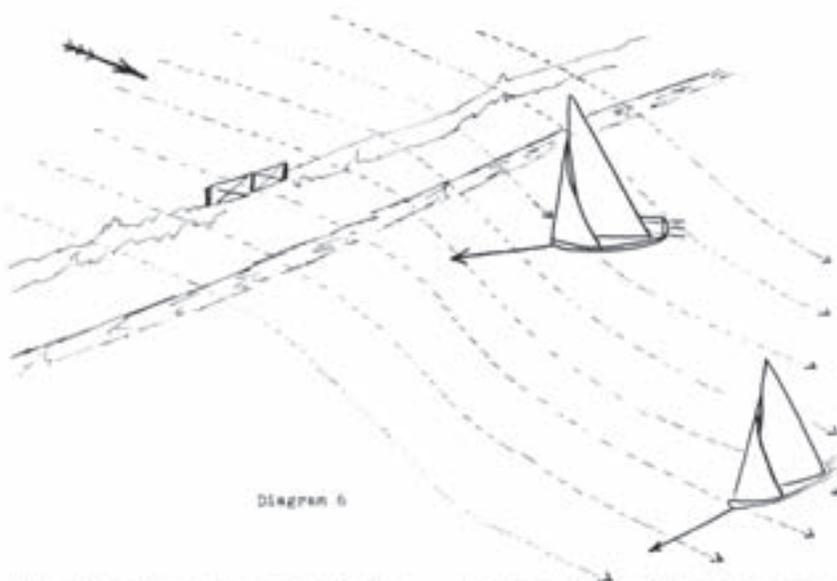


Diagram 6

the wind direction is going to be, thus making your sailing less anxious, more enjoyable, and perhaps, even safer. And, in some cases, certainly less embarrassing!

Next month we will examine some easy, effective ways to actually read what the wind is doing both before you leave the shore and out on the water.

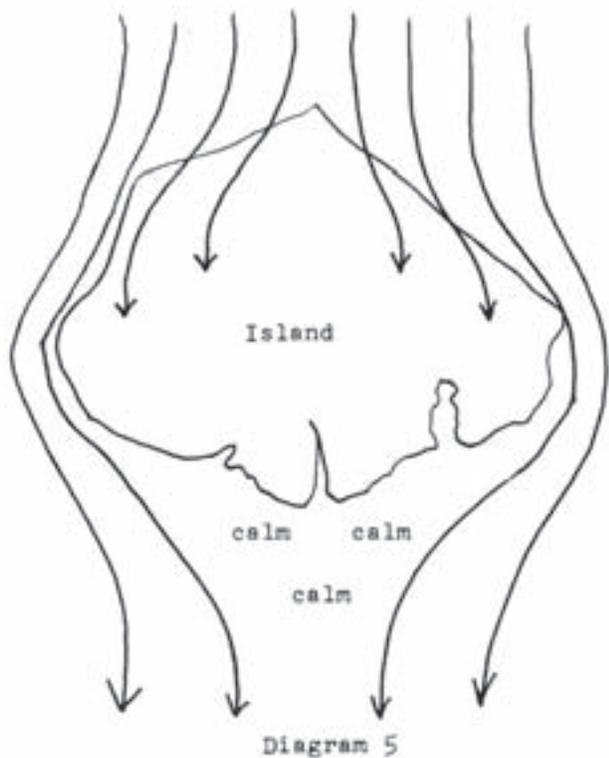


Diagram 5

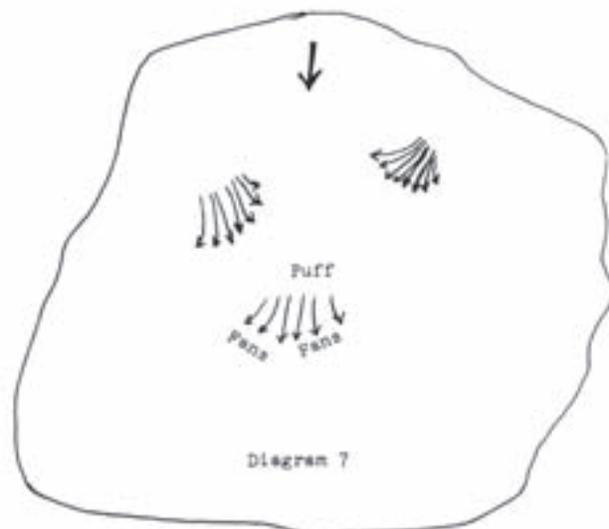


Diagram 7



It's getting everybody's "aye"

SLEEKER OUTSIDE, ROOMIER INSIDE. THE '61 BUICK IS TURNING HEADS EVERYWHERE IT GOES

There's an old saying: good taste is getting scarce these days. This is the case in the '61 Buick.

Even its design, Buick's sleek Glass Lock-off design has been creating nothing but headlines. Can you see and style of more in one person's opinion?

The new one-two look is still ahead, though, you'll see there's more room for Buick's own good looks. This design had and has that nice touch of air conditioning in today's hottest spots. Buick's new mileage per drop of gas.

Buick you're in the lap of comfort. There's more room for your legs, shoulders, too—all of you. (Your feet, too, even if you're a student.) The floor's flatter, the air's cooler, the

doorways wider, too, with almost enough clearance to get out of a car in a hurry. The Buick is a car that's built to last. It's built to last in every sense.

Take a look for yourself. We think you'll find that the '61 Buick is not only new, but worth every cent of its investment price. Buick Motor Division—General Motors Corporation.

FULL SIZE
'61 BUICK 
AS FINE, AS NEW, AS YOU CAN GO

BUICK AD ON THE BACK COVER OF THE JANUARY 9TH, 1961 ISSUE OF SPORTS ILLUSTRATED (LEFT), FEATURING FLYING SCOTS FROM THE DETROIT YACHT CLUB. THE GORDON DOUGLASS BOAT COMPANY AD (BELOW) REFERENCES THE ADVERTISEMENT, AND TELLS THE STORY OF HOW THE FLYING SCOT WAS CHOSEN TO REPLACE DETROIT'S OLD CLUB CATBOATS. A SUITABLE REPLACEMENT THAT FULFILLED ALL OF THEIR NEEDS WAS NOT FOUND UNTIL THE DEBUT OF THE FLYING SCOT IN 1957. THE REST, AS THEY SAY, IS HISTORY....

and the **FLYING SCOT**, too, is getting everybody's "aye"!

Advertisement, which first appeared on a back cover on January 9th, 1961 issue of **SPORTS ILLUSTRATED**. The boats are part of the fleet of **FLYING SCOTS** of the Detroit River Yacht Club. That is why they all are red, white, and black with the flying scot on the side. The story of how the **FLYING SCOT** came to be adopted by the Detroit River Yacht Club, is to be the "official" story of the club. It is worth the effort to describe in detail which are the most rigorous and exacting of private ownership.

There were the boats used for inter-club racing, and sailed by the Detroit River Championships. They were used also for family day sailing and partying, and for the instruction of beginners. They had several faults, they had been used, it would not be easy to find a boat to replace them.

A committee was appointed to investigate the matter. They the course of several years they tried out every known boat which might serve their purpose, but not one of the boats proved to be a suitable design, all of the qualities they were looking for. Such a boat would have to be, first of all, an interesting boat for the expert, student, in design and rig, with performance and handling qualities to satisfy the racing man.

At the same time the boat must be so graceful, safe and stable, that beginners could handle her. She must be strong enough, and with comfortable seating accommodations to sail well with a large party. She must be easily one-design and racing on.

She must be a quality boat, must be well built, ruggedly built, and rugged to withstand the unrelenting punishment to which anything is subjected which is not privately owned. And the boat must be priced fairly to be of good value to the club.

The boat the committee wanted met all Club requirements... and every boat on the market was tried. There had been no agreement. The situation was critical. Some of the other members even wanted to have new catboats built, but the boat was not available.

Then, in 1955, the **FLYING SCOT** made her debut. As soon as arrangements could be made the committee traveled from Detroit to Cleveland to try out one of the very few **SCOTTS**.

Each member tried her in much the committee which her design and build. Gordon K. (Handy) Douglas, to take a **SCOT** in Detroit for further trials. The boat was put through her paces by other members of the Detroit Club, but she made a hit! In fact, within the month, she was sold to the new Club fleet.

And so the Detroit River Club placed an initial order for three **FLYING SCOTS** for the 1956 season. By the end of May, after two months of intensive sailing, the members liked the new boats so well they ordered three more for immediate delivery. The Club each ordered their own for the 1957 season.

Now have the boats met the test of use? All three clubs have since ordered additional **FLYING SCOTS**, a strong proof that now have a fleet of privately owned **SCOTS**. A fourth club, the **FLYING SCOT** has become one of the most popular of the Detroit racing classes.

Yes, the **FLYING SCOT**, too, is getting everybody's "aye". In other parts of the country other clubs and other owners are finding that the **FLYING SCOT** is by far the best boat, the best all-around boat to be had, only an All-American! You will think so, too!

For complete information and a beautifully illustrated brochure write:

GORDON DOUGLASS BOAT CO., Inc.
OAKLAND MARYLAND
DORfield 4-8218



GORDON DOUGLASS BOAT COMPANY, INC.
107 and Oscar Streets
OAKLAND, MARYLAND

Designer of the **Tri Highlander and Flying Scot**

Dec. 4, 1965

Mr. Robert Kilmore
11 Cedar Lane
Cohasset, Mass.

Dear Bob:

I am delighted to hear that you are so well pleased with your **Scot**, and appreciate your taking the time to write. The whole Questionnaire has been most gratifying to me personally, showing that we have a very happy group of owners. Notable has been the very small number of criticisms.

Your comments make perfect copy for quoting in a new brochure I am about to bring out, or perhaps for use in an ad. Would you mind if I used your name in this connection?

I am interested in your "only reservation" that the boat is tender on the wind, and it all the more puzzling because many owners have commented on the boat's stability and especially her ability to carry sail in a fresh breeze. Could your feeling be the result of some individuality in your manner of sailing?

For one thing, I note that you call by yourself a great deal. This is a severe test of any small centerboarder, and actually perhaps an even more severe test of a larger centerboarder. The boat is designed to a certain displacement which is achieved with a normal crew of three, with a total weight of about 450 lbs. With only one person aboard, the boat is relatively tender. This applies to all centerboarders of normal design, and I have thought the **Scot** rates well in this regard.

I note that you formerly called a lightning. Could it be that you are heeling the boat too far, as is the practice of many lightning sailors I have seen? In my experience the **Scot** goes best to windward when heeled to 15 to 20 degrees, but **not** to 30. At this angle I believe she makes her best progress to windward, is quite stable and is very well balanced.

For single-handing I use just the mainmast unless the wind is very light. On stronger winds the jib halyard should be attached to the jib tack shackle and a normal tension put on it to level the toggle bar.)

Our aim, as always, is to build the best.

GORDON DOUGLASS BOAT COMPANY, INC.
107 and Oscar Streets
OAKLAND, MARYLAND

Designer of the **Tri Highlander and Flying Scot**

I find, too, that it is common practice to sheet in too far, both the jib and the mainmast. Especially in strong winds, the **Scot** will go faster and also will go higher, with the jib started a trifle and with the main sheeted well off, with the boom over the corner of the transom, perhaps, than she will when she is sheeted flat. She may not go quite so high, but she will go higher, and that is what counts.

Also, she will not be nearly so tender because the forces are now more forward and less sideways - more drive and less heeling. The main sheet should be eased momentarily as needed to prevent heeling; and the tiller is used vigorously to "feather up" before the boat heels to a gust.

Any comments? Any questions? I always am glad to hear from owners, - and hope to have a chance to meet you one of these days.

Incidentally, there is talk of our showing a boat in the Boston Show. Support is needed to man the exhibit if it is to be. Is there a chance you could spare an afternoon and/or evening to help out?

Sincerely yours,
Handy Douglas
Gordon D. Douglass



Congratulations **FLYING SCOT 50th** FROM FLEET 114 – DELAVAN, WI.

FLEET 150

SCOT'S ARE FLYING AT LAKE EUSTIS SAILING CLUB

Congratulations ***On Your 50th Anniversary!***

COME JOIN US FOR SOME GREAT SAILING DURING THE WINTER MONTHS IN FLORIDA



**Congratulations on 50 Years
of Fantastic One Design
Sailing From All The
Great Fleets of the
Greater New York District!**

CONGRATULATIONS TO FLYING SCOT INC. FOR FIFTY YEARS OF EXCELLENCE.

**Thanks for All the Good Sailing and New Friends
You Have Provided Us Through the Years.**

Best Wishes for the Next Fifty.

Fleet 142, Sprite Island, Norwalk, CT

Congratulations

and many thanks to the Flying Scot for providing 50 years of excitement, pleasure, lasting friendships and great fun to over 5700 owners.

Barbara and Don Griffin, FS 2259

Flying Scot
50 Years and Going Strong
Congratulations Flying Scot on Your
50th Anniversary
Ed and Kay Summerfield

Congratulations 50 Years of Flying Scot – Fleet 162

Toms River/Lower Barnegat Bay – Host of the 2007 ACC and 2008 NAC

Congratulates Flying Scot on their 50th Anniversary

Fleet 48
Lake Norman Yacht Club
Congratulations on
Achieving the
Fifty-Year Milestone!

HAPPY 50TH ANNIVERSARY

MARY JANE AND RANDY WILLIAMS
MARBLEHEAD, MASSACHUSETTS

Salute to Flying Scot

	Luke Neff	
	2776 Contagious	
	2793 Contagious II	
	4884 Contagious III	
	5505 Isabel	
Bob & Mary Ellen Neff	David Neff	Amelia Carol Neff
	Allyson Summerfeldt Neff	3188 Fiasco
	Eric Summerfeldt	5609 Scratch
	264 My Old Flame	SelbyBay.com
Bob & Barb Summerfeldt	4296 Smoke & Mirrors	
	3636 Over Sixes	
	Daniel Neff	Ella Marie Neff
	Christine Hinkley Neff	2829 PBJ
Paul & Carol Ann Hinkley	Renee Hinkley McMahon	FlyingScotRacing.com
	Debbie Hinkley Krebs	

A Proud Scot Family for 28 Years & Counting

Thirty Years and Counting...

by Mark Riefenhauser, FS 5516

*The first Flying Scot
I purchased in 1990,
FS 2516!*



Fifty years of the Flying Scot have passed. Of those fifty, I have had the pleasure of sailing the last thirty years on Flying Scots. It all started in 1977 at Candlewood Lake in Connecticut. My parents purchased FS 2440 (a yellow-hull boat), and that started the sailing bug in our family. I was twelve at the time; what a great age to start. We started racing every Sunday on Candlewood. There were a number of Scots on the lake at the time. The races were always a fun and social event. Most of the Scots were raced by families. After the races, we would all gather together

and have picnics and hang out at the club. Boy, those were the days! As time went on, my parents sold FS 2440 and purchased a Catalina 22. Oh, no! I know what you are thinking--another sailor biting the dust to enjoy the days cruising. Our family continued to race on the Catalina, and I crewed on other Scots.

In 1990, I had the distinct pleasure of racing with the late Dr. Jack Orr. Doc was a great skipper and friend and taught me a lot. Our first regatta together was at Sprite Island in Norwalk, Connecticut. We sailed a great regatta and took first place. What a birthday present for me! We sailed

together a lot that year, and I made a lot of new friends all over the Northeast. The friendship that existed in the Flying Scot class persuaded me to purchase my first Flying Scot. Through Dave Jacobsen and Jim Cavanaugh, we located FS 2516 in Massachusetts. In 1991, I recruited John Cooke to race with me. Boy, did we rock! The Nationals were held in Riverside, Connecticut. We placed eighth overall in the Challenger Division, including taking first place in one race. Over the winter of 1991, I started to see one great gal, Cathy, who was also a Scot sailor. In 1992, Cathy crewed for me and, when she had to work,



my father crewed for me. 1992 was a year to remember: Cathy and I got engaged, and we lost our best friend, Doc, to a sailing accident at Saratoga, New York.

In 1993, Cathy and I got married, and my father became my regular crew. My dad and I raced all over the Northeast, and we sure had a lot of fun. The following year, my son Adam was born. In 1996, the NACs were held at Oswego, New York. A week before the NACs, my dad called to tell me that he had fallen off a ladder and was pretty banged up. Well, I wouldn't take no for an answer, and my mother and I convinced him to go anyways. Sailing conditions ranged from no wind to heavy winds and huge waves. During the week, Cathy called to tell me that a tornado had hit our area at home. One tree fell down and just brushed the side of our house. Someone was looking over them. At the last race on Friday, we crossed the finish line with the bow submerged up to the mast, and we wound up in eighth place overall in the Challenger Division. Talk about an exciting week! The following September, my daughter Keri was born.

My dad and I continued to race together over the next few years when we could. There was a family to raise and sailing time was limited. Regardless, we always went to the Saratoga and Massapaug regattas. After several years, I purchased FS 2431 and restored her. My father later purchased her from me, and he started racing with my mother. They raced the Wife-Husband at Saratoga



and did several regattas together.

My dad and I always talked about buying a Scot together. In 2001, we purchased FS 4735 out of Frederick, Maryland, and sold FS 2516 and FS 2431.

In 2003, we purchased a new Flying Scot, FS 5516 in honor of FS 2516. We raced the 2003 Midwinters and placed in the top 20 of the Challenger Division. As time went on, we continued to race and, on occasion, my son Adam would join us. To have three generations on a Scot is a great feeling.

This past year, I joined Cedar Point Yacht Club in Westport, Connecticut. Racing there was exciting and very competitive. With Warren Schutt crewing for me, we finished the season second overall. Adam also came along for some races. In September, Adam and I headed to Massapaug for our first regatta together and sailing alone. That first race was something to remember. It was a close race up to the next-to-last leg. Adam and I caught a shift to the windward mark and left everyone behind. When we crossed the finish line and were taking the chute down, Adam asked how we did. I told him we finished first that race. He couldn't believe it, and he caught the sailing bug, just like when I was twelve. We raced the rest of the day and became "Massapauged."

The past thirty years have been a lot of fun, and I am looking forward to the next thirty years.

Congratulations to Flying Scot, Inc., for fifty years in the making, and best wishes for many more! Not only that, congratulations to my parents, who will also be celebrating their fifty years of marriage this year! 🍷

Memories of Sandy, The Flying Scot and Fleet 15

by Max A. Doolittle, FS 4755 (and friends)

My wife, Mary, and I were sailing in a Rebel-class national regatta at Put-in-Bay on Lake Erie in about 1957. We were impressed with everything about the Scot. We called the Gordon Douglass (Flying Scot) Boat Company and talked to Sandy Douglass for information. Sandy told us that if we contacted Chuck Kirsch, the owner of the Kirsch Curtain Rod Co., at Klinger Lake near Sturgis, Michigan, he would give us a ride in a Scot. We went down to meet him and found that it was windy (blowing-the-dog-off-the-chain), with whitecaps all over the lake. We'd had some "turtle time" in our Rebel, so we thought that we should pick another day. Chuck told us that he had a meeting in New York that evening and did not want to get wet, either. We planed all over the lake, and our first time on a Scot completely sold us on its outstanding features!

The next spring, Sandy and his wife, Mary, brought Flying Scot 147 to Beautiful Gull Lake. Sandy put the boat together, including stepping the mast and lifting the centerboard into the trunk, all by himself.

We launched FS 147 in the bay of Beautiful Gull Lake off the "Laughing Gull" dock. The *Kalamazoo Gazette* took pictures of the event—the first Flying Scot on Gull Lake. In the picture were Sandy Douglass, Max Doolittle, and Jack Blanke and John Deal, who ordered their own Scots. Sandy liked the picture taken by the *Gazette* so well that he used it in his Douglass Boat Company Scot advertising. In fact, the ad with our picture in it appeared in many magazines, including *Yachting*. (cf. *Yachting*, 3/62, p. 196, and *ibid*, 11/60, p. 134, both shown as Fig. 1 and 2.)

That was when Fleet 15 was first established. Its first members were Max and Mary Doolittle, Jack and Joanne Blanke, John and Eleanor Deal, Harland and Barbara Beers, and Phil and Phyllis Ross. Mary Doolittle was named the executive secretary of the Flying Scot Sailing Association and served for almost three



COMPARE FLYING SCOT

The remarkable *FLYING SCOT*—the "sports car" of day sailers—the family boat that has the spice of a racing boat. She seats ten passengers. She gives a gratifying feel of solidity, yet there's nothing quite like the way she steps out in a breeze!

No matter what you've been sailing—no matter what it cost you—you owe it to yourself to try out the *FLYING SCOT*. See for yourself the superior Douglass design and engineering and the meticulous Fiberglass construction which make other boats look just a little ashamed. You'll find it hard to believe the *SCOT* costs so little!

GORDON DOUGLASS BOAT CO., Inc.
OAKLAND, MARYLAND



FLYING SCOT *The All-American One-Design*

A frequently heard comment during the N. Y. Show was that here was a boat obviously designed and rigged by an expert and built with loving care down to the last fine detail. The *FLYING SCOT* is a one-design "One-Design," with all boats built and rigged to the same exacting standards. You cannot buy a finer boat. That is why knowing sailors choose the *Flying SCOT* and why already there are 27 fleets established, coast to coast.

Gordon Douglass Boat Co., Inc.
Box 3-Y, Oakland, Md.

Fig. 1 and 2

years. Because of her skill and long hours of labor, she brought the FSSA up to 75% membership. (cf. *Scots n' Water*, May 1970, pp. 1-2, Fig. 3 on next page.)

About this same time, Max Doolittle served on the FSSA board of directors. Max and Mary donated the "Max and Mary Doolittle Trophy," to be presented annually to the woman skipper who finished the highest in the Challenger Division of the Flying Scot North American Championships. Fleet 15's Mary Robinson

won this trophy in about 1985. (cf. *Scots n' Water*, 11-12/86, p. 20, Fig. 4. next page)

Fleet 15 hosted the Sears Cup Regatta and Tom Ehman, Jr., came over from Pinckney—Ann Arbor, at age 13, and won the regatta.

Fleet 15 has suffered the loss of good members but has gained great new members over the years, just as other fleets have done. We are fortunate to be part of the Gull Lake Yacht Club, which is home to our fleet and to Stars, 210s, J24s, mis-

cellaneous cruisers, Snipes, Lasers, and Western Michigan University's 420 fleet, as well. This can make starting sequences pretty exciting on Sunday afternoons.

Captain Tom Lechota wrote about Fleet 15's recent Michigan-Ontario District Championship held at Beautiful Gull Lake last summer, and this was published in *Scots n' Water* this past winter.

Tom did not mention that Mary Doolittle, Max's favorite crew, suffered a disabling stroke last summer and has been hospitalized ever since. This is why their friends are helping with this article.

And, yes, Max still wears deck shoes of different colors—the left one red, the right one green (unless he gets them mixed up!)—and Max has the Scot with the bright

red sails—usually the first boat on the lake in the spring and the last one off in the fall. Max has been commodore of the Gull Lake Yacht Club and has taught sailing to literally hundreds of young and older people over the years. He is, truly, the “grand father” of our fleet. Thanks, Sandy. You inspired the Doolittles, and they have inspired all of us! ▲

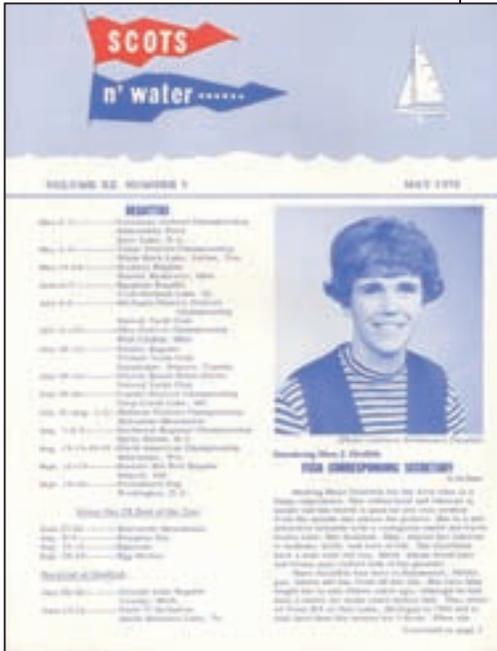


Fig. 3



Fig. 4



Fig. 5



Fig. 6

Fig. 5: Max installed as commodore of Gull Lake Yacht Club, 1983-84, with Glenn Vandeway on bagpipes

Fig. 6: Sandy Douglass presenting Max and Mary with our flag for starting Fleet 15, at the Scot 30th anniversary celebration

Fig. 7: Sandy's prize (Scotch) for starting the Scot class [Eric Ammann in green shirt], at the Scot 30th anniversary celebration

Fig. 8: Harry and Karen Carpenter on the first Scot, "First One," at the Scot 30th anniversary celebration



Fig. 7



Fig. 7

The Painting Coach

by Charles Buffington, FS 5347

The course and sailing instructions are I joined the Deep Creek Sailing Association in the spring of 1974 while still a student in Morgantown, West Virginia. I was invited to join a work party for the annual “dock push” and dutifully showed up in old clothes on a warm Saturday in early May. Over the winter, the club had added a new covered deck that needed painting. When the job boss found out that I’d spent a summer painting steel in a coal mine, he immediately

put me up on a ladder with a bucket of paint and a brush. I painted all morning and had a steady stream of admirers but no volunteers to take over the task. One of my recurrent visitors was an elderly man with a sharp eye for spots I had missed or areas where the paint wasn’t exactly right. He kept coming around and pointing out my problems. Not wanting to offend a senior member of the club I’d just joined, I kept working away, even after the lunch bell sounded and everyone else

stopped to eat. In fact, this elderly gentleman wouldn’t let me down off my ladder until I’d completed the entire corner I was working on. He had a knack for showing up just when I’d come to a good stopping place and was beginning to descend. Finally, the job was done to his liking and I got some lunch. Later, someone asked if I’d enjoyed meeting Sandy. “Sandy who?” I replied. “Sandy Douglass, your painting coach,” was the response. ▲

Sandy Would Enjoy This; My Introduction To The Flying Scot

by David Jacobsen, FS 4937

Recently Margaret and I were going through some old issues of Scots n’ Water. When we came to the Sandy Douglass memorial issue (Volume XXXIV Number 4, Sept/Oct 1992), we found on page 2 an advertisement for a ‘61 Buick parked on the dock alongside a lineup of Flying Scots from the Detroit Yacht Club. We

thought that it might be fun to show you that an early ‘60s car, namely a ‘64 Studebaker Gran Turismo Hawk, could still tow a Scot in 2006. By the way, if any of you remember NASCAR Night at the Nationals of 2003 at Lake Norman, this is the same Studebaker that was dressed up with racing numbers and won a bottle of Flying Scot wine. ▲

In 1967 I bought a summer cottage on Candlewood Lake in Sherman, Connecticut. I had a small rowing/sailing boat with daggerboards called a “foldboat,” in which I was attempting to teach myself to sail. My neighbor Walt Gundersen had a Flying Scot and asked if I would like to go sailing in his boat. I agreed, but I felt that the Scot was way too big for me to handle.

With some persuasion from Walt, I skippered his boat and then crewed for him in Candlewood Yacht Club races. Wow! I was hooked!

I found FS 937 in an advertisement in the New York Times. It was out in the Hamptons, Long Island; no trailer, no spinnaker. Walt was kind enough to take me, with his trailer on the back of his new Lincoln, to Long Island. I bought the Scot on the spot and we trailed it home.

Walt taught me about racing and, by the end of the season, I ended up beating him regularly. The following year, racing at Candlewood, Jack Orr and I went head-to-head; sometimes I won, sometimes he won. I won Series A and he won Series B, and for the season he beat me out of first place by one point. The rest is history. ▲



The Yacht Club of Hilton Head

by Chris Maxim, FS 2195

Within every fleet there's a character or two who surpasses all others with acts of heroism or feats of comical yet suicidal efforts. We have a gentleman who has been a constant Flying Scot sailor since 1976, that I know of. This year he and his friend and co-owner of their Flying Scot have decided to retire from active racing and have relinquished ownership of their winning boat to another avid Flying Scot sailor. But in the fifteen years that I've been on the island, I've raced against this gentleman hundreds of times and have witnessed some astonishing events that Ripley would have eagerly submitted for publication.

During one awful Flying Scot regatta in the May River, with the winds howling at over 30 knots, he threw his anchor line over but failed to get his leg out of the way

in time to avoid being tossed overboard with it. Then he was thrashed alongside and under the boat, while his skipper and friend tried to rescue him. Wind gusts had flipped several boats. No one could maneuver their boats to help. The race committee was busy helping overturned boats. It had to have been twenty to thirty minutes before he was finally hauled aboard, scraped and with terrible rope burns. He was basically keelhailed and very lucky to be alive.

Another time we were waiting at the docks at Palmetto Bay to catch a line from him, while another skipper was at the helm. The skipper, unfamiliar with the quick maneuverability of the Flying Scot, came around parallel to the dock then shot the Scot's bow out to stop the speed and basically coast to the dock. "He" who was on the foredeck was airborne off the

bow and knifed into the water in less than a foot of space between the boat and the dock. With a swift current, it was a challenge to find him and haul him onto the dock. Kind of reminded me of a large fish I once landed.

Just one other tale, out of many, was that this same gentleman, in a brisk wind, maneuvered his boat to a dock with the intention of docking it to haul it out. This time his partner (usual skipper) was on the bow with the line to throw to us on the dock. He hit the dock, knocking his partner off balance and into the drink. Needless to say, his partner had no sense of humor when he was hauled out over millions of dock barnacles.

We've all had our tales at sea, but since you asked for input, I just couldn't resist. There are no names in this article, because they are friends. ▲

Acrylic Flying Scot Covers

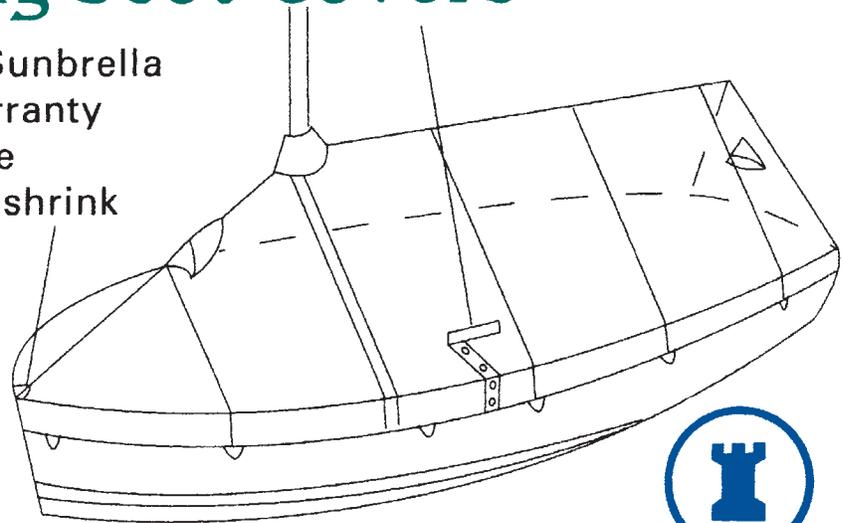
- made with 1st quality Sunbrella
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

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

Options

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Drawstring/shockcord in hem
Sail # installation
Custom multi-color panels/trim



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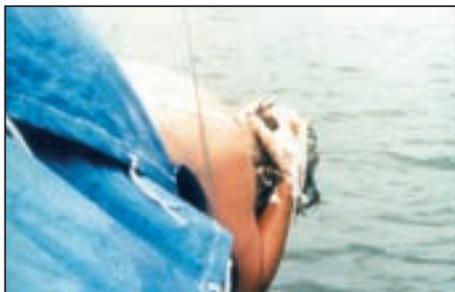
Prices

Cover	white	blue	other
6" skirt	\$414	\$421	\$443
Full-sided	\$532	\$548	\$575

The Great River Journey

Of FS 270, "Harm's Way" – McKeesport PA to St. Petersburg, FL – 1986

LEFT TO RIGHT, EACH ROW: DAY 1: Getting ready to put the boat in the Youghiogheny River which flows into the Monongehela River (at bend in teh distance) Stowing gear while camera crew from KDKA-TV Pittsburgh comes by to film for the 6 o'clock news – a surprise! 2: Harry waves good-bye as we motor off on the Monongehela. DAY 2: Ouor first lock – Dashield's– on the Ohio River. DAY 6: Anchorage in the lee of an island downstream of Glenwood Station, WV. 2: Marilyn washing her hair while we motor toward Huntington, WV. So who needs showers? DAY 17: Marilyn wading ashore ata Hickman, KY on the Mississippi to re-stock grocery larder and liquor cabinet. DAY 19: Heading up the Chickasaw toward Memphis at dusk. "Memphis Queen" coming toward us, August 22nd. DAY 21: Greenville, MS Yacht Club. We stopped for a beer and a shower at the club – our first shower since leaving home three weeks earlier! We talked to a crop duster pilot in the bar who later "saluted" us in his plane as we motored south. Very hot day on the river – high 90's. Day 28: We pass by New Orleans, leaving he Mississippi River about 5PM and enter the Industrial Canal connecting the river with Lake Pontchartrain. This is a bascule bridge opening for us on the canal. DAY 43: "Harm's Way" resting on the gulf side of Anclote Key near Tarpon Springs. DAY 48: Journey's end. Harry and Marilyn, "Harm's Way" and her new trailer, and our "new" 1968 Ford Galaxy are ready for the trip back home.



Remembering Sandy

by Irmgard Schildroth, Fleet 48, Lake Norman Yacht Club

My late husband, George, and I met Sandy for the first time at our home in Chattanooga, Tennessee, when Sandy delivered FS 1 to us. It was quite an occasion. Sandy and I had met via correspondence about his brand-new boat advertised in the "Design" section of *Yachting* magazine.

At that time we were the owners of a Highlander that did not like us and threatened to dump us at every opportunity. The specifications of the Flying Scot impressed me seriously, as they promised more stability and easier handling in strong winds. There was the added convenience of easy maintenance of the fiberglass construction and no varnishing required of the aluminum rigging. And the whole design of this boat was ideal for lake sailing.

In my enthusiasm, I wrote to Sandy and offered my service as representative for this

fabulous product. After some exchange of correspondence, we came to terms and Sandy offered to bring his FS 1 to Chattanooga. That was the first time we spoke over the phone, and Sandy's voice sounded like that of a tall, strong Scotsman. "My God," I said to my husband, "I wonder if the guest bed is big enough." And then he arrived....

We had a delightful "meeting of the minds," and Sandy offered endless sailing tales. So began our association with the Gordon Douglass Boat Co. (later "Flying Scot, Inc.") and our friendship with Sandy.

Next day we sailed at Privateer Yacht Club, and George and I fell in love with the boat and bought her. Then we demonstrated during the afternoon and found a new, eager buyer. And so Dr. George Farris became the proud owner of FS 1, which he kept 'til the 25th anniversary of the class.

Over the years, we got to know Sandy quite

well. He believed in his design and construction of the Flying Scot and in the simplicity of the running rigging. He had strong convictions, and he opposed many of the changes in running rigging that developed over the years. He was always honest and direct, and he was a man of undeniable integrity.

He was also an honest and direct salesman. At a boat show in Boston, Sandy executed an impressive sales demonstration. A potential customer asked why the Flying Scot cost so much more than a boat of similar design and size down the line. So Sandy asked the man to take off his shoes and step on deck. Sandy then told the man to hold on to the mast and jump up and down. The perplexed show-goer obliged and was surprised that the deck did not oil-can. "Now," said Sandy, "ask my competitor to do that on his boat." Well, the message was loud and clear. That was Sandy! ▲

go like *MAD*



2006 FLYING SCOT RESULTS

- Canadian National Championship – 2
- Midwest District Championship – 1, 2, 3, 4, 5
- New England District Championship – 1
- NAC Qualifiers (64 boats) – 1*, 3, 4, 5
- Atlantic Coast Championship – 2
- Lake Norman Great 48 – 1
- Saratoga Invitational (48 boats) – 1
- 101st Ephraim Regatta – 1, 3, 4, 5
- Lake Carlyle Whale of a Sail – 1
- 57th Massapoag Regatta – 1

*mixed inventory

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Dear Scot Sailor,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

The results are spelled out in the catalog.

Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for *sick sailors* like you and me.

Thank you for your business.

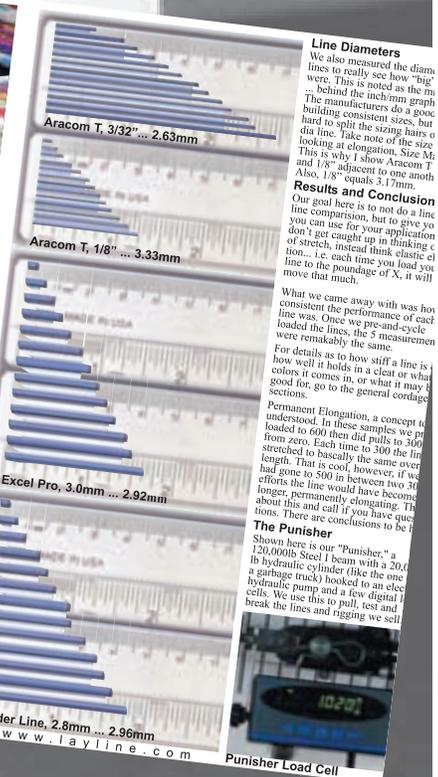
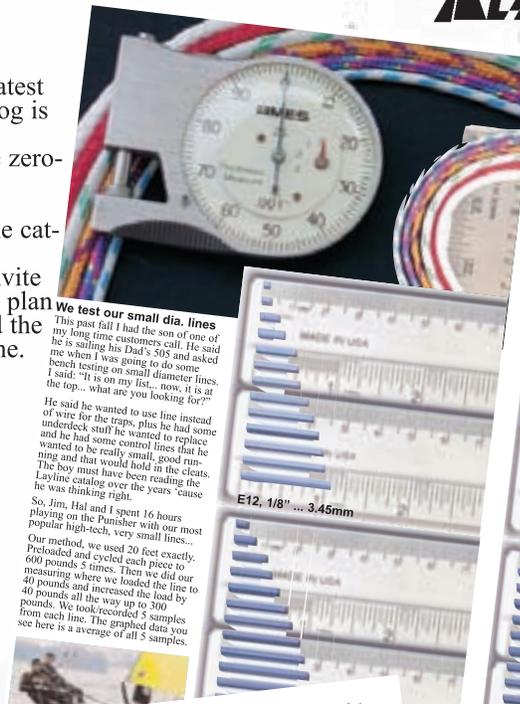
We test our small dia. lines

This past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 50's and asked me when I was going to do some bench testing on small diameter lines. I said: "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good running and that would hold in the cleats. The boy must have been reading the Layline catalog over the years 'cause he was thinking right.

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines...

Our method, we used 20 feet exactly, preloaded and cycled each piece to 600 pounds 5 times. Then we did our measuring where we loaded the line to 40 pounds and increased the load by 40 pounds all the way up to 300 pounds. We took/recorded 5 samples from each line. The graphed data you see here is a average of all 5 samples.



Line Diameters

We also measured the diameters of lines to really see how "big" were. This is noted as the "in" behind the inch/mm graph. The manufacturers do a good job building consistent sizes, but hard to split the sizing hairs on dia line. Take note of the size looking at elongation, Size M and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusion

Our goal here is to not do a line comparison, but to give you don't get caught up in thinking of stretch, instead think elastic elongation... i.e. each time you load you line to the poundage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-and-cycle loaded the lines, the 5 measurements were remarkably the same.

For details as to how stiff a line is how well it holds in a cleat or what colors it comes in, or what it may be good for, go to the general cordage sections.

Permanent Elongation, a concept I loaded to 600 then did pulls to 300 from zero. Each time to 300 the first stretched to basically the same over length. That is cool, however, if we had gone to 500 in between two 300 efforts the line would have become longer, permanently elongating. This about this and call if you have questions. There are conclusions to be made.

The Punisher

Shown here is our "Punisher," a 120,000lb Steel I beam with a 20ft hydraulic cylinder (like the one a garbage truck) hooked to an electric hydraulic pump and a few digital I cells. We use this to pull, test and break the lines and rigging we sell.

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our Vendor's niche product lines gets lost within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and college all american, New England has taken steps to strengthen their position in the dinghy and one design market.

In the past, this segment has been dominated by English and European suppliers, now we have an American choice.

Spyder Line

Spyder line is a perfect line for your highly loaded control lines on dinghies. Spyder line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the charts from our Punisher results. New England offers the Spyder Line in four sizes ranging from 1.8MM, perfect for sail ties on your Opti, to 4.8MM. All the sizes except for the 1.8MM have a braided core...Hmmm...thinking you could make some crazy small tapered lines if you have the patience, sorry but we are leaving that up to you guys

Flight Line

New England did their homework on this line. Flight line is made up of a Polypropylene jacket with a 12 strand SK75 Dyneema core but there is a difference to the Flight line. New England made the "wall" thickness a bit thicker then normal and made the core a bit thinner then normal. We at Layline have been seeing for years that the jacket was the weak link on our Spun Polyester and SK75 Dyneema Polyester lines but now New England has addressed the issue by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flightline for spin sheets on Saur's all last season and I personally think there is no equal, Super Light while still offering fantastic performance.



Spyder Line down to 1.8mm, Dyneema

Flight Line, Stripable Polypro to Dyneema

Finish Line, Pre Tensioned Polyester



Buzz, Braided Polypro

Regatta Lite

Finish Line - Polyester
Finish Line makes a great control line on both Dinghies as well as big boats. With it 8 plait constructions the Finish line stays round under load so it works well in both Cleat Cleats as well as Cam Cleats as well as giving good performance for use as small boat spin halyards. New England offers their Finish Line in 4MM, 5MM and 6MM sizing. Finish Line can be spliced but it holds a knot really well.

Buzz

Looking for an awesome mainsheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spun Filament Polyester and Polypropylene Buzzer Line is a light Weight floating line that stays round under load so it is easy to cleat and unclat as well as having unsurpassed ability to run at the top mark. The guys sailing that boats have really adopted this line as the way to go for their mainsheets because of the Spun Polyester the Buzz Line has a lot of a fuzzy finish making it easy to hold onto.

Regatta Lite

Regatta Lite is 100% Polypro woven in a pretty loose array. Runs super well. We use as non-water absorbing painters and for anchor lines in Echels.

pulling our small diameter 100% polyester round increments. The numbers are

Specializing: Primary Site Organization

1. Cordage And Rigging

Cordage is the backbone of Layline. Here we offer product and supporting information that we not fit in our catalogs. Trying to show as many product details as possible. Always updating!!

2. Boat Specific Solutions

Here we drill down to boat focused solutions. We offer packaged parts and articles for perspective etc.

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My "Old Flame"

By Bob Summerfeldt, FS 5656

For what they may be worth, here are two pics of my former FS 264 - 'My Old Flame' from the 80's & 90's, one at Smith Mountain Lake, VA in light air (right), the other at Carve Run Lake, Morehead, KY.



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Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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NOTICE OF REGATTA

Flying Scot Atlantic Coast Championships • September 22-23, 2007

Hosted by Flying Scot Fleet 162 • Toms River Yacht Club • 1464 Riviera Ave • Toms River, NJ 08753

Rules: This regatta will be governed by rules as defined by the Racing Rules of Sailing.

Eligibility and Entry: This regatta is open to all members of the Flying Scot Class. Current membership in the class is required for all skippers. Completed entry forms must be received by the organizing authority by Sept 10, 2007 or be subject to a \$10 late fee.

Schedule of Events:

Sept 21	1800	TRYC open cash bar and dinner available-boat set up
Sept 22	0830	Registration
	1000	Registration Deadline; Competitor's Meeting
	1030	Harbor Gun
	1200	Warning Signal, Races 1-3
	1800	Dinner and Party, TRYC Clubhouse
Sept 23	0930	Harbor Gun
	1030	Warning Signal, Races 4-5 (No race will start after 1300)

Awards presentation will be in the TRYC clubhouse immediately following final race.

Fees and Registration: Regatta Entry Fee: \$100.00 U.S. Sailing Association members; \$115.00 non-members. Registration includes continental breakfasts, 2 lunches daily per boat, beer after races, and dinner Saturday night for two. Additional lunches will be available for \$5 per lunch and additional dinner tickets will be available for \$15 per person.

Sailing Instructions: Sailing Instructions will be available at Registration.

Racing Area: The racing area will be in the Barnegat Bay, south of the Tom's River Bridge.

Courses: The courses to be sailed will be Windward Leeward, Triangle-Windward Leeward, or Trapezoid as described in the Sailing Instructions and pages 117-119 of the RRS.

Scoring: The Low Point Scoring System, Appendix A of the RRS will be used. There will be no "throw-outs". Five races are scheduled, of which one shall be completed to constitute a regatta.

Trophies: Trophies will be awarded to the top 5 competitors in the championship division and the top 3 competitors in the challenger division.

Further Information:

PRO-Allan Terhune Sr - 732-349-8377 or windekind@aol.com

Accommodations:

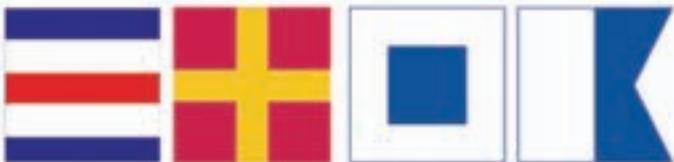
Holiday Inn, Rte 37, Toms River - 732-244-4000 (approx 2 miles from club), Howard Johnson, Rte 37, Toms River - 732-244-1000 (approx 3 miles from club), Quality Inn, Rte 37, Toms River - 732-341-2400 (approx 7 miles from club)

Directions and registration form can be found at: www.tryc.com

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NOTICE OF RACE

2007 FSSA Wife-Husband Championship – August 25th and 26th

Organizing Authority: Flying Scot Fleet 177 in conjunction with Cedar Point Yacht Club • Westport, CT

1. RULES – Regatta will be governed by The Racing Rules of Sailing.

2. ADVERTISING – Advertising will be restricted to Category A.

3. ELIGIBILITY – Per Article B-X-1.b of the FSSA BY-LAWS, the crew shall consist of only a skipper and spouse, the helmsperson may switch at anytime and at least one crewmember shall be a 2007 Active, Life, Club or family FSSA member in good standing.

4. REGISTRATION – Completed entry forms must be received by August 15th, 2007 or be subject to a \$20 late fee. A registration form is included with this Notice of Race. Send entry forms to: Cedar Point Yacht Club, Attention Flying Scot Wife-Husband, 1 Bluff Point, Westport, CT 06880. Please make checks payable to FS Fleet 177. On site registration will be available at CPYC on August 24th from 1700-1900 or on August 25th from 0800-1000. No monies will be refunded after that date and time.

Competitors shall select their Division from among Championship, Challenger, and Non-Spinnaker.

5. Fees – The entry fee is \$95.00 if received by August 15th. Entries received after that date must include a \$20 late fee. The entry fee includes: Continental Breakfast both Saturday and Sunday. Dinner on Saturday Night. Additional Saturday dinners may be purchased for \$ 30.00 per person. Saturday night dinner for kids under 12 is \$8.00 per child. A light dinner with guest speaker will be available on Friday night. Sunday lunch will be available for \$7.00 per person.

6. Schedule of Events –

Aug. 24th	1700-1900	Registration – CPYC Regatta Office - 1st Fl.
	1800	Light dinner offered.
	1900	Special Guest speaker
Aug. 25th	0800-1000	Registration, Coffee, Juice, Donuts, Bagels
	1030	Skipper's Meeting
	1100	Harbor Gun
	1200	First Warning Signal
	1700	Refreshments on Upper Deck
	1830	Dinner

Aug. 26th	800-1000	Coffee, Juice, Donuts, Bagels
	1000	Harbor Gun
	1100	Warning Signal, racing continues (No Race will start after 1300)
		The awards presentation will be immediately following the final race.
	1500	Hamburgers and Hot Dog lunch will be available for \$7.00 per person.

7. MEASUREMENT – Boats and sails must conform to the Official Plan. Each boat must carry equipment required by FSSA Article S-V.2 Restrictions and Coast Guard safety regulations.

8. SAILING INSTRUCTIONS – Sailing Instructions will be available at registration and at the Skipper's meeting.

9. VENUE – The racing area will be approximately 2-3 miles south-east of the mouth of the Saugatuck River.

10. COURSES – The courses will be defined in the Sailing Instructions. The Championship Division will start first, followed by the Challenger and Non-Spinnaker Divisions starting together.

11. VHF RADIOS – Under the FSSA Bylaws VHF radios are allowed aboard but “may” only be used while NOT racing or for an emergency, ie. from Preparatory Signal to the Finish.

12. SCORING – The Low-point Scoring System of Appendix A2 will apply. 3 races are scheduled, of which one shall be completed to constitute a series. Each boat's total score will be the sum for all races (no throw outs).

13. PRIZES – This is a Flying Scot sanctioned event. Prizes will be awarded to the top 7 boats in Championship, The top 5 boats in Challenger, and the top 3 in the Non-spinnaker Division.

14. FOR FURTHER INFORMATION – John Cooke at 203-792-7766 or 914-318-9155 or jcooke@trianglepackage.com



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*Congratulations Flying Scot, Inc. and FSSA
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NEW MEMBERS

Sorted By District, Fleet and Last Name

CAPITOL DISTRICT**Fleet#0**

Chris MacMurray
4177 Waterway Dr
Montclair, VA 22025

FS 4735/ Fleet#0

William Angus Jr.
10995 Elmont Woods Dr
Glen Allen, VA 23059

FS 2717/ Fleet#6

Patty Copeland
200 Naylor Rd
Oakland, MD 21550

FS 4089/ Fleet#103

Charles E. Hall
PO Box 17144
Richmond, VA 23226

FS 5682/ Fleet#0

Richard & Susan Holberger
1903 Hunters Den Lane
Vienna, VA 22181

FS 2886/ Fleet#103

Lud Kimbrough
107 Kennard Lane
Deltaville, VA 23043

FS 5458/ Fleet#0

Brent Winn
4809 Patterson Ave
Richmond, VA 23226

FS 3803/ Fleet#0

Peter Murr
2502 Proctor Lane
Parkville, MD 21234

FS 4658/ Fleet#163

Jim Rittenburg
2360 East Rock Rd
Perkasie, PA 18944

FS 3834/ Fleet#163

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FS 5761/ Fleet#0

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FS 4735/ Fleet#0

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FS 5667/ Fleet#0

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FS 5775/ Fleet#0

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FS 5734/ Fleet#187

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FS 5196/ Fleet#0

Neal Harris
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Leawood, KS 66205

TEXAS DISTRICT**FS 5768/ Fleet#0**

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Dallas, TX 75206

FS 337/ Fleet#0

Shaun Hoffmann
616 Vernet St
Richardson, TX 75080

Ken Johnson FS 2981 & Jack Yoes: A couple of pictures of sailing in Wisconsin. Long time FS sailor and friend Jack Yoes came up to Wisconsin from Texas for a late summer sail. No trouble keeping the beer cold! We had a terrific sail – surprisingly not much traffic on the lake.

*A beer before launch!**It's always something...*

STARTING LINE

Calendar Of Monthly Events

**Caledonian
Willow Bank Yacht Club
Cazenovia, NY
June 30 and July 1, 2007**

For more information contact Peter Colman at 315-682-6587 or windmansion@alltel.net

**"Red Grant" Regatta
Raritan Yacht Club
Perth Amboy, NJ
July 7 and 8, 2007**

For more info: www.ryc.org

**50th Anniversary Pig Roast AND
2007 Ohio District Championship
AND first-ever FS Family National
Championship, Cowan Lake
Sailing Association,
Wilmington, Ohio
July 14-15, 2007**

For information, contact Sandy Eustis, seustis@fuse.net, or 513-325-8850

**Midwest District Regatta
Sheridan Shore Yacht Club
Wilmette, IL
July 14 and 15, 2007**

Contact Chris Wright at 847-492-3693
chris.wright@zsassociates.com

**Annual MAYRA Regatta
Yacht Club of Stone Harbor
Stone Harbor, NJ
July 21, 2007**

For more information contact Linda Nicholson 215-659-4007 linbnich@hotmail.com

**New England District Championship
Massapoag Yacht Club - Sharon, MA
July 21 and 22, 2007**

For more information contact Diane Kampf 508-847-8401 dianekampf@charter.net

**'07 Sandy Douglass Memorial Regatta
Deep Creek Yacht Racing Assoc.
Deep Creek Lake, MD
July 28 and 29, 2007**

For more information contact Jim Munford 301-533-0292 or 301-616-2661 sammjamm@earthlink.net

**102nd Annual Ephraim Regatta
Ephraim, Door County, WI
August 3 - 5, 2007**

Featuring the famous Brat Fest. Contact Jay Lott, 414-298-8197 jlott@wi.rr.com

**Flying Scot Eastern Women's Regatta
Deep Creek Lake, Deep Creek, MD
August 4 and 5, 2007**

For more information contact Geri Meehan at gmeehan@earthlink.net or call 301-387-3469 starting May 15, 2007.

**New York Lakes District Championship
Oswego, New York**

August 4 and 5, 2007
Additional information to come.

**21st Annual Flying Scot Fleet 161
Invitational Regatta and NERD
At the Saratoga Lake Sailing Club
Saratoga, NY**

August 10 - 12, 2007
Contact Ann & Peter Seidman
pseidma1@nycap.rr.com
518-877-8731

**68th Annual Regatta
Fishing Bay Yacht Club
August 11 and 12, 2007**

For additional information visit FBYC's website by clicking on Sailing Events at the top center of the webpage.

**Sprague Memorial - Leg 2 LI
Championships
Moriches Yacht Club
August 18, 2007**

Skipper's Meeting 12:00 noon
For additional information contact Ralph Coffill 631-357-0772

**Queen of Scots Regatta
Gull Lake Yacht Club
Richland, MI**

August 18 and 19, 2007
For more information contact Tom Lechota tom.lechota@alticor.com

**2007 Wife Husband Regatta
Cedar Point Yacht Club
Westport, CT
August 25 and 26, 2007**

See NOR this issue.

**58th Annual Regatta Massapoag
Yacht Club
Massapoag Yacht Club
Sharon, MA**

September 8 and 9, 2007
For more information contact Diane Kampf 508-847-8401 or dianekampf@charter.net

**Michigan-Ontario District
Championship
Crystal Sailing Club
September 8 and 9, 2007**

Visit www.sailcsc.org

**57th Harvest Moon Regatta
Atwood Yacht Club
Sherrodsville, OH
September 8 and 9, 2007**

Visit www.atwoodyc.com after June 1st for more information and to download a registration form. Contact Paul Tinlin at ptinlin@verizon.net or 330-735-2433

**Glimmerglass Regatta
Otsego Sailing Club
Cooperstown, NY**

September 15 and 16, 2007
Contact David Ainsworth
DAinsworth@delhischools.org

**Atlantic Coast Championship
Toms River Yacht Club
Toms River, NJ**

September 22 and 23, 2007
For more information contact Joe Thorpe thorpej@aptea.com

**Greater New York District
Championship
Sayville, Yacht Club
Great South Bay
Sayville, NY**

September 15 and 16, 2007
For more information contact PJ Patin 917-749-4284 pjpatin@nyc.rr.com

**Michigan Hot Scot Regatta
Portage Yacht Club
Pinckney, MI**

September 29 and 30, 2007
Visit: www.ms-pyc.com

**Glow II
Clinton Lake
Clinton Lake, IL**

September 29 and 30, 2007
For more information contact Bill Vokac, Fleet Captain #135
b.vokac@mchsi.com or 217-369-0015
See also www.clsasailing.org

**Grand Annual Regatta
Cave Run Lake
Morehead, KY**

October 6 and 7, 2007
For more information contact Bob Summerfedlt at 304-529-4795
rjsaia4296@aol.com

**2007 Master's Championship
Lake Murray Sailing Club
near Columbia, SC
October 6 and 7, 2007**

For more information contact Tommy Weaver - tommyweaver@sc.rr.com

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FS 89 - Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. **\$850** Located in Oakland, MD Contact: Ernest Berger, 251-626-6609, ernestberger@bellsouth.net

FS 782 - Lofland built in 1965. Hull re-cored with Baltek and West System. epoxy Interlux two part urathane finish. North mainsail and Schurr jib and spinnaker. No spinnaker pole. New mahogany stanchion, walnut center-board cap, trailer, Sailor's Tailor mooring cover, swim ladder and motor mount. Pictures at <http://members.cox.net/kanzan/> **\$7600** Located in Oklahoma City, OK Contact: Kirk Austin, 405-923-5369, kanzan@cox.net

FS 2181 Douglass built in 1972. White deck, light blue hull with dark blue stripe. Hull is in excellent condition. New tiller, blocks and lines. Comes with Sailor's Tailor cover, removable trailer light system that attaches to transom, main, jib, spinnaker, miscellaneous sail bags and lines. **\$5000** Located in Mansfield, MA Contact: David Simpson, 508-339-5917 or sumo44@verizon.net

FS 2262 - Douglass built in 1972. Excellent condition - "Good" North Sails - New

rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch and many more additions. Galvanized trailer less than 10 years old. **\$5500** Located in Greensboro, NC Contact: Cary Wren, 336-333-9420

FS 2847 Douglass built in 1976. Boat in ready to race condition with galvanized trailer and almost new sails (main, jib, spinnaker) mast up cover the boat is compellably refurbish and it looks absolutely great. White hull with blue stripe and yellow deck. **\$5900** Located at LESC, North of Orlando, FL Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com

FS 2932 - Douglass built in 1977. Boat hull & rigging in very good condition with new Fischer racing sails. Package includes: 1200W Koha motor, boom cover, anchor, etc. **\$4500** Located in Buffalo, NY Contact: Jeffrey Raugh, 716-689-7751, wayraw@aol.com

FS 3293 Customflex built in 1979. Good condition. White hull and deck w/blue stripe. Original sails w/reef points, spinnaker and lines. Comes with mast top floatation, life jackets and misc items.

Pamco Trailer. Asking **\$3500** OBO. Located in Mansfield, OH Contact: Dan Moore, 419-512-7583, kc8mjg@earthlink.net

FS 3629 Douglass built in 1981. White with blue stripe. Hull, rigging and sails in good condition. TeeNee trailer, Seagull engine and mount, lifting harness, day cover, full storage cover, mainsail floatation. **\$4000** Located in Philadelphia, PA Ned Drinker, 610-941-9428, ned.drinker@comcast.net

FS 4480 Douglass built in 1988. In excellent condition and seldom used. Rigged with all racing features and several new, high-end sails, spinnakers, new Honda engine etc. Complete and ready to use. Trailer included. **Call for price.** Located in Georgetown, Ontario Contact: Raymond Yeager, 419-564-5366 ryeager@holophane.com

FS 4734 Douglass built in 1991. New sails, furling jib, 5 HP Mercury outboard, Sails and motor have little use, under 50 hours. Needs some work. No trailer, new with 12 volt battery with blue racing stripe, spinnaker pole but no spinnaker. Lazy jack. (Access to a trailer to transport within tri state area) **\$5000** Located

in Tarrytown, NY Contact: Ellen Oster, 914-457-3376 or eosmile@aol.com

FS 4800 Douglass built in 1991. White deck, light blue hull. Trailer. Two sets of sails. Spinnaker and pole. Top, bottom and sail covers. Stored in heated warehouse. **\$5800** Located in Fairfield, OH Contact: Jay Antenen, 513-271-6583 or cantenen@mac.com

FS 5052 - Flying Scot built in 1996. Racing rigged, with brand new trailer. Many extras including racing sails, new spinnaker and furling, boat cover and accessories. Includes a Nissan model NS3.5B27 outboard with very low hours. **\$8900.** Located in Beaufort, NC Contact: Terry Senich, 252-728-6219, tsenich@ec.rr.com

FS 5629 Flying Scot built 2005 for sale. Radical racing package, trailax aluminum trailer, white hull and deck, blue stripes, set of North sails almost new, spinnaker pole, blue full cover. **\$14,500** Located at LESC just north of Orlando Contact: Ray Laguna, 407-257-0992, raylaguna5@aol.com

THE FSSA CLASS FLAG

The FSSA now has available two color schemes for the FSSA Class Flag that can be



used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/ Blue for start #2, i.e. Championship Division and Challenger Division.

Price is \$25.00 plus \$6.00 S&H. To order please call FSSA at **(800) 445-8629**

1959 Fleet 4 Founders

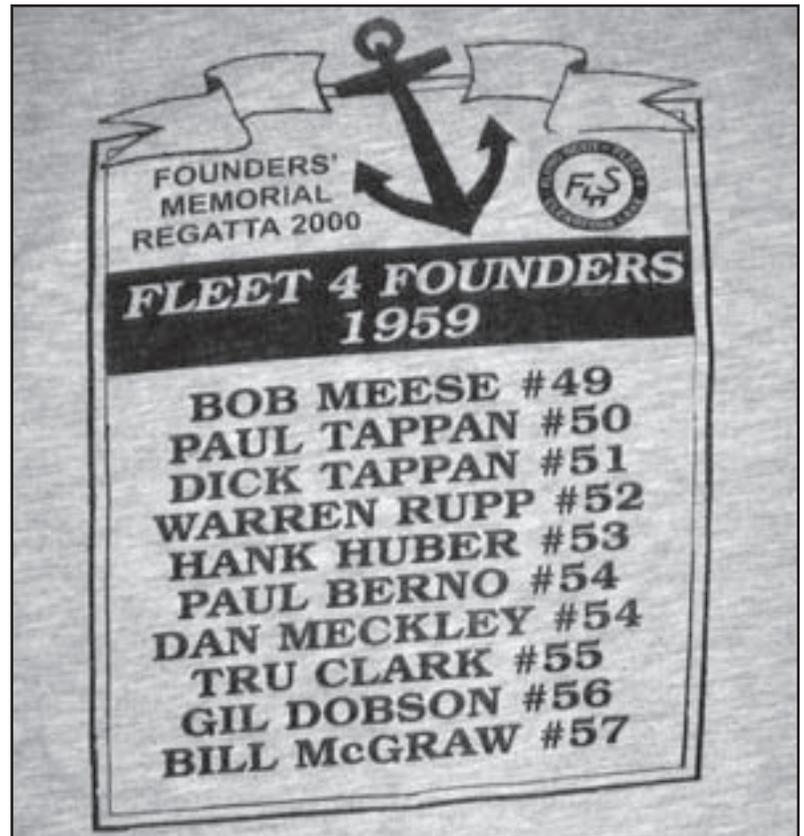
T-shirt from the 2000 Founders' Memorial Regatta

Kay,

I have promised you this photo of the t-shirt - sorry I haven't gotten it to you sooner. Don has been helping me research this, too, but we have been unable to contact anyone from the Mansfield Club. All I know is that I think these were the first members, with their boat numbers, for the 1st NACs in 1959. Can't confirm that 100%, but their's is the Founders Regatta, signifying these were the founders of the Fleet, hosting the NACs. We have one more lead to follow up on. Just wanted to see if you thought there was any kind of story/interest here.

Hope you have gotten plenty of articles for the 50th Anniversary Issue. Looking forward to seeing it.

Good luck,
Griffin



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