World Class Sailor, Buddy Melges to be present at Midwinters! See page 16
It's one thing to know you're receiving the very fastest, highest quality sails you can buy, it's quite another to be sure you will receive the personal care necessary to get the most out of your new sail. For North, providing you, our customer, with the knowledge and help to sail as fast as possible is most important. We're there to help - on the regatta circuit, at seminars, and even on the phone. Look for us or call us. We want to help. Join the North Team - we will help you win.

January/February 1994

Scots n' Water

COVER:
Taylor Smith of Duxbury, MA effortlessly hoists the Scot as it is being launched for racing.

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TO THE EDITOR

Lynne "Sunshine" Hartman

Dear Editor,

I read with great interest Harold Bauer et al.’s letter on getting back into the Flying Scot after a capsize, in the November/December issue.

I note that the people having the most difficulty were middle-aged or elderly, and have also noticed this at our club, Shore Acres YC, Fleet 31. I do not imply that these people are unfit, but do note that age has some significance in this matter. I too am in this category. When you are in the water, you are denied the use of two of your most powerful assets regardless of age, which are your legs, unless you have a ladder, as suggested by the Berlin Yacht Club.

to get my 100 lb. wife back into the boat on a calm day, without a ladder, this was the best investment I ever made for the Scot.

I would also suggest that when righting the boat, have the lightest crew get into the boat first. Right the boat, thus having someone available to control the boat from sailing away, and to install the ladder.

Pat & Carolyn Lamond (FS 4352)

Dear Editor,

This is in response to the letter from Harold Bauer, Ron Fiedler, and Dick Lilley, in the November/December issue. I share the concern of these three sailors (one Highlander and two Thistle skippers, respectively) who were serving on the Race Committee together. I also witnessed the same events, but from a distance. I have also seen other Scot sailors have similar difficulties trying to get into a righted boat.

I have a suggestion. I once owned FS 278. For those of you who have seen boats of a similar vintage, you may remember the old boom crutch arrangement: a folding scissors that fit in two holes in the aft deck. When I had need to replace this crutch, I discovered that it was no longer available, and I replaced it with the new vertical post. That left me with the two holes in the aft deck that no longer were needed for a boom crutch. Concerned about my ability to reach anything from the stern safety line, I added another safety line by knotting a short length of line under the aft deck and running it through the two holes. I reasoned that I could reach and grab this with one hand, while still holding on to the stern safety line with the other. However, I sold FS 278 before I had occasion to use this system. My new Scot obviously doesn’t have the holes in the aft deck. Does anyone else have experience with the efficacy of such a system? If not, it would be worth a few trials. If it works, this would be a very clean solution, and a retrofit kit would be easy for owners to install.

Michael Gold, FS 4765
Fleet 19

Dear Editor,

I read with interest the letter to the editor in the November/December, 1993 issue of Scots N’Water, referring to the difficulty in reboarding a capsized Flying Scot.

I had an identical situation a year ago, when I was sailing with two members of my family, both age about 30. I was 58 years old at the time.

The boat took on no water whatsoever. I did not have any difficulty in rightsing the boat, but it was impossible for me or my family members to reboard the sailboat. We were able to get back into the boat only because other members of our family were out in the skis boat and we climbed aboard it by way of the ski platform, and then climbed aboard the Flying Scot.

I thought at the time that it was probably a matter that I am over 200 pounds and not in the same physical shape that I was as a teenager, but I was interested to know that I am not the only one with this problem.

Alois E. Gibson, M.D.
AEG/jig

Celebrating
25 Years At
Panama City, FL

Special Appearance of
Buddy Melges

MIDWINTERS
March 28-April 1st
To The Editor
(Continued from page 4)

Dear Editor:
My family sails with me on FS430 which we purchased nearly a year ago, we have invested untold hours refurbishing, updating, and making ready “this ole boat” and now disaster! I have sailed all my life and have applied my hard earned knowledge of seamanship in this refurbishing and the training of my sons. I found a quarter inch mountaineer line rated at 600+ lbs and using a sewing needle and ten lb nylon thread. I stitched this ¾” line to my 30 year old jib sheet primarily to reduce weight at the clew of the sail (Cost $2.35) and be user friendly to my crew. I didn’t have the money to buy new sails immediately so I recut and stitched (on my wife’s sewing machine much to her chagrin). These alterations to my 30 year old sails have earned respect on our local lake. I ordered a new set of North Sails made from the fabric 165HTP SQ sail cloth. They should arrive tomorrow or the next day.

The problem arises on the letter contained in Scots & Water which arrived yesterday! (Vol. XXXVI No. 4 July/August 1993). I have never before experienced repression in marlinespike seamanship or sail design to this magnitude. When I selected these sails I likened the selection to the advances made by Ted Hood in sail cloth design which awakened the world in defense of the America’s Cup in the 1960’s and I welcomed the advance in superior technology which not only promised speed but durability to rival my 30 year old sails.

Tonight I have given thought to the prospects of my loss, monetary and in seamanship! I envisioned my gut feelings when inevitably I am outlawed from the fleet for illegal sails and what my gut feeling might be toward the skipper who justifiably (by current standard) protested my participation. I don’t like the nightmare of vision that followed.

In my youth (ancient history) I witnessed 3 dismasting in Dragon one design class racing (30’ mahogany sloop) in heated confrontations of port starboard crossing, and in fact our families Pearson Ensign was dismasted in a 4th confrontation while my father was at the helm...He never sailed again! (Even though he was on starboard at the time.) Both Dragons and ENSIGNS are now history.

I have further witnessed the heat of competition coupled with personal vendetta to create excessive behavior, which has resulted in loss of life and the loss of a reasonably large sloop in a storm at sea. In short, I am personally and accutely aware of the demise of two one design classes which Iattribute to errant seamanship and now find myself embattled in the future of a 3rd (I do not choose to be in this position.)

I have had to make decisions now, that I do not relish:

1) I will honor my agreement to buy the North Sails HT 165 sails.
2) I will utilize the best of my marlinespike skills.
3) I will continue to race until I am outlawed.
4) I will then try to sell my Scat at a price to minimize loss.
5) I will never engage in one design racing again.
6) If I cannot sell my Scot, I will put a motor in her and use her as a launch.

To the hierarchy of the Flying Scot Fleet: Please do not destroy this fleet, I have enjoyed racing and in the past have felt that the Scot was safe for me and my family!

Respectfully submitted,

Mark E. Notbohm
402 Longview Avenue
New Cumberland PA 17070

Dear Mark,
I was sorry to see that there was perhaps some confusion over a comment made in Forest Rodgers’ “Open Letter to the FSSA President” in the July/August 1993 issue of Scots’ Water. In that letter it appeared that there had been some discussion among the Measurement Committee about limiting sail cloth weights and setting them at a weight that would make some of the present fabrics (specifically 165 HTNP) illegal. After just receiving a brand new suit of sails built out of this material, I can appreciate your concerns that in another 6 months might be illegal...

However, this is not the case.

1) North Sails would never sell a suit of sails if there was discussion about the legality of their construction.

2) If, for some reason, the Flying Scot Class would make a decision to make a suit of sails illegal, we would most definitely stand behind our product and remedy the situation. Whether a decision like that would be the sailmakers’ responsibility or not, it would certainly not become our customer’s problem.

3) On the other hand, it would be highly unlikely that the FS Measurement Committee would ever make a decision that would greatly inconvenience a large number of FS sailors without grandfathering the parts subject to their decision. This was the case with laminated mylar sails that were outlawed in 1998.

4) Finally, I have had discussions with Bob Neff about sail cloth weights (as well as a host of other items) with an intent to, perhaps, help prevent any misunderstanding or potential problems that might develop in the future. boo, I believe, recognizes that the 165 HTNP presently used is a very good ‘aboard and quite durable. He has never had any intention, as far as I know, to outlaw this fabric. On the other hand, he does feel that it may be wise to standardize a minimum cloth weight. This would give sailmakers a basis to work from. If, in the future, a lighter, more durable cloth was developed, the decision could be reconsidered.

I believe that the FS Measurement Committee is simply reviewing every part of the boat to be sure that the rules, present and future, will help maintain the one design philosophy of the FS Class. Certainly, there will always be areas that will draw controversy from a number of members. I think this is inevitable when any Chief Measurer decides to take a stand. I believe that the present design is healthy for the continued success of the Flying Scot Class.

Greg Fisher
Manager
North Sails One Design Central

(Continued on page 6)
To The Editor
(Continued from page 5)

Dear Editor,

Just read my Nov.-Dec. S&W. May I be permitted a few comments, as a friendly outsider? Considering the lead-time for publication, could we persuade the fleet reporters to mention the date for next year's event as well, so folks can plan to come? By December we should be able to have the regatta schedule fairly complete.

It occurred to me as I read the various reports from the fleets, that they never mention their location. Even as an ex-builder I am not really sure where these fleets are. The report could also make a pitch for attendance next year, since most of the bigger regattas are pretty well established by now. I am thinking of the "Sandy Douglass" regatta. It sort of always was an orphan, because the dates did not get announced in time for folks to make room in their schedules to attend. I know what fun these regattas are. Your own "house regatta", the "Glow in the Dark" has by now enough word-of-mouth advertising to over-fulfill its capacity. But many other regattas could very well stand more boats. Here the medium, the regatta, is the message. I know that all who came to the 25th, or 30th anniversary regattas were glad they came.

The Flying Scot Rendezvous in Atlantic City, NJ, during the 1994 SAIL EXPO, sounds like a very good idea. The time from closing of one's club in Fall, to the start of the new season is much too long. A get-together in Mid-Winter is a great idea to keep up the enthusiasm, to keep in touch, to plan for the season, and not to forget, to see Harry and Karen, to place your order for that new boat. He will be showing a winner, I am sure. Keep in mind that it is fine to talk with your friends, but that sales of new boats are what counts, are what keeps the company and the class alive.

I am so pleased to find a new fleet on the Sound. We never could crack New Haven. Now there is fleet 177. What a great number. It really has a beautiful place to sail. With John Pridmore pushing the fleet, it will be a winner. The most important ingredient in fleet building is that indispensable spark plug. In Riverside it was Chuck Rettie, who built and maintained the fleet, who kept it growing. Thank God for the likes of him and John Pridmore.

Mary and I wish you a good 1994. I know being editor is a pain. Thanks for doing the job.

Eric M. Ammann

From the Editor

It is always a pleasure to hear from Eric since he is one of the reasons there is a Flying Scot and such a strong class. I'm glad he is still reading Scots N' Water and suggesting options that help us all. We miss him since his retirement.

I have tried to get regatta dates into the issue that starts the sailing season for many...The April/May. If I receive notices before that they are placed in the magazine. Many times organizers do not know dates a year in advance but if you do, please put it in the article with the results. It will stay in peoples minds and on their calendars as something to look forward to and plan around for the next sailing season. There are often calls from a regatta chairman to possibly "sneak in" one more notice of his event a month before it happens. Unfortunately, no can do. The deadlines, printed in each issue show that we need FOUR MONTHS. This is due mainly to printers time, labeling time and the time it takes between the Association office in the mail to get to your house. This is usually six to eight weeks after it leaves my hands.

I think also the suggestion of always mentioning the location and fleet number on all articles, notices and reports is a good one. Let's see if we can all do this also.

PLEASE SEND ME YOUR DATES FOR REGATTAS TODAY.

PLEASE SEND ME THE RESULTS OF YOUR REGATTA AS SOON AS IT HAS OCCURRED. Don't forget crews' names.

Dear Editor,

After reading the September/October issue of Scots n' Water, I couldn't help but be pleased with all the photographs and information offered. It is good that a class offers such a great publication. However, when I got to the results of the NAC's in Pensacola, FL, I was disappointed. Who crewed for who? Over the past few years I have noticed a general trend of the media not mentioning the crew in the results of a regatta. Sometimes it is necessary to accommodate room, but not all the time. I believe that not recognizing crew is a growing problem of our sport. In boats such as the Scot, the crew is as important or even more important than the skipper. When a Flying Scot enters a regatta, the skipper is not the only person in that boat, there is a team. Why should we only recognize the manager of a team and not the whole team?

I hope that this was an oversight of Scots n' Water and not a deliberate move in the same direction of other publications. Other than that, great job! Good sailing!

Craig Willusz

From the Editor:

Being crew also, I couldn't agree with you more. Unfortunately, I can only print what I receive. I have often called or written to regatta chairmen to request crew members for large gatherings and have been told many times that it is a computer problem. It seems that when a computer is used, often only the boat numbers or skippers are entered. When the results are compiled they come out in order of finishes with the number of the boat or skipper as the "key" to reading results. There isn't room in the computer files for the name of the crew and sometimes even the skippers first name. Not knowing that much about computers I have always thought that this process is a shame. I always wonder about the operator or race committee person, when at the end of the Midwinters, I am handed a copy of the results that include full names of skippers, boat number, crews full names and where the skipper and crew are from...

I realize if your committee doesn't have a program that can put in crews names, it would only take a few minutes to write in names from the registration forms. I would certainly appreciate it, Craig would appreciate it and everyone that is crew would like to feel that they participated. Please see if you can do this for me when sending in results.

I really appreciate everyone's help. It makes my job a lot more fun and a little easier.
1994 Flying Scot® Wife-Husband Championship Regatta
Corinthian Sailing Club, White Rock Lake
Dallas, Texas
Memorial Day Weekend, May 27, 28 & 29

A five race regatta with two divisions. Trophies will be awarded to top 7 finishers in each division. Activities will begin Friday evening with check-in, registration and a heat-up event on the dock (not racing), judging our own Texas Road-Kill Chili ‘Cook-Off’. If you’re not familiar with CSC, its clubhouse is over the water and all our activities are on the dock. Following Saturday’s racing we’ll sip a few margaritas and fiesta on a Tex-Mex dinner, serenaded with south-of-the-border music. Before Saturday and Sunday’s races we’ll breakfast on coffee, juice, rolls, donuts, etc., and have an ample supply of Rolaid’s, Tums & Maalox.

Charter boats are available on a first-come basis; you must bring your own sails and jackets, and we recommend that you bring as much of your gear as possible (sheets, pole, bucket, etc.). Some housing is available at Fleet 23 members’ homes. Babysitting will also be provided; if your child can wear a life jacket, we recommend that you bring one.

Your registration fee includes for 2 people: T-shirts, breakfast, lunches, Friday night chili, Saturday dinner & after races refreshments.

**Schedule of Events:** Times are subject to change

<table>
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<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
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<tr>
<td>Friday, May 27</td>
<td>1600-2100</td>
<td>Registration, Check-in &amp; Texas Chili</td>
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<tr>
<td>Saturday, May 28</td>
<td>800-1000</td>
<td>Registration, Continental Breakfast</td>
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<td></td>
<td>1000</td>
<td>Competitors Meeting</td>
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<td></td>
<td>1100</td>
<td>Warning Signal, 1st Race</td>
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<td></td>
<td>1400</td>
<td>Lunch Break</td>
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<td></td>
<td>1900-til</td>
<td>Dinner &amp; Music</td>
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<tr>
<td>Sunday, May 29</td>
<td>730</td>
<td>Continental Breakfast</td>
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<td></td>
<td>930</td>
<td>Races 4 and 5</td>
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No races will begin after 1200 hours

Awards Presentation After Last Race

**REGISTRATION FORM**

Mrs. & Mr. ____________________________ ____________________________

Address _____________________________________________________________

City ____________________________ State _________ Zip ____________

Phone: (____) ____________________________ ____________________________

Sail # _______________ Fleet # _______________

Division: Championship (Chili Hot) ___ Challenger (Warm, Not-so-hot) ___

Shirt Size (S, M, L, XL, XXL) Hers ____________________________ His ____________

Registration: $65 ($75 After April 30)

We Need Child Care For Children ____________________________ Ages ____________

We Would Like To Charter A Boat ________ (You must provide your own sails)

We Would Like To Stay At Someone’s Home ________

Registration:

Extras (adults only): Lunch ________ @ $5.00 $__________

Sat. Dinner ________ @ $10.00 $__________

T-Shirts ________ @ $15.00 $__________

Total $__________

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- Comfort Inn, I-635 @ Jupiter 
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- Hampton Inn, I-635 @ Jupiter 
  10 min. $ (214)613-5000
- La Quinta Inn, I-635 @ N.W. Hwy. 
  10 min. $ (214)271-7581
- Holiday Inn, I-635 @ Jupiter 
  10 min. $ (214)341-5400
- Harvey House, I-635 @ Coit 
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January/February 1994
Save That Boom
by Bill Ewing F/S 4246

As newcomers to the sailing scene 23 years ago, Eileen and I purchased a spanking new red and white Customflex Scot, #1961. From the beginning, we were impressed by its bullet-proof design and construction, as well as the many other positive features regarding both the boat and the extremely strong class association.

Due to a job transfer we sold 'Crab Apple' and had numerous 'affairs' with a variety of other one designs including Lasers, 470, Albacore, Lightning, J-24 and Sunfish. Now twenty years later, we have returned to the class that epitomizes what we want from one design sailing; a truly one design boat that holds its value and utility, has a strong commitment to the best interests of the class and its members, and may be the only growing one design class in the U.S.

In the three years since we bought our current Scot, AUDACITER, we have done quite a bit of traveling to various regattas and spoken to many long time Scoters as well as newcomers to the class. It is apparent that for those of us who love one design racing, may not wish to strap themselves in a trapeze anymore, and appreciate great social gatherings; there is no better place to be than the Flying Scot Assn.

There is one suggestion that many of the members I have spoken with have endorsed which would decrease maintenance and improve safety.

Because the Scot has a very long and relatively small diameter boom, combined with no Traveler to assist in maintaining proper leach tension on the mainsail, it is important to maintain a significant amount of vang in order to compete when the wind picks up. At the same time if the vang tension is not reduced at the weather mark...you too may be calling Harry for a new boom.

Additionally, when flying the chute on a very close reach, there are many times when the mainsheet must be released quickly to keep from capsizing in a puff. If the vang is on hard, two things could happen: first the vang tension may restrict the boom from releasing quick enough to prevent a capsize and secondly the tensioned boom will be more likely to hit the water when the boat heels over and this will result in a flip. In this situation, a quick release of the vang will allow the boom to swing outward and upward much more freely and usually result in nothing more than sweaty palms.

So much for the problem. Can there be a simple solution? You bet. Will it require members to spend more money or result in new hardware to clutter up their boat? Not at all, in fact, I see more and more boats now being supplied with centerboard cap mounted consoles to allow the vang to be accessed easier. But even this new system allows the vang to be controlled only from a position directly behind the cleat. This has considerable shortcomings, especially in heavy air when it is imperative for all crew weight to be aft. Additionally these consoles are expensive and increase the shivering index for crew members.

Monmouth Boat Club's Fleet 157 has proposed that the measurers ruling which restricts the use of the Waco 360 cleat to either the centerboard or the Cunningham, simply be eliminated. This would allow the vang to be sheeted thru the Waco 360, if desired and would overcome the aforementioned concerns since this fitting can easily be cleated or uncleated from any position in the boat.

Since the boom is the weakest link on the Scot and because vang sheeting is here to stay let's make the best use of the equipment now permitted, and allow unrestricted use of the Waco 360.

Ed. Any comments on this thought from other sailors?
Another Way To Stow The Pole
by Leslie and Bill Bowie

We solved our problem by developing a storage tube which keeps the pole contained and safely away from the air-bag (See photo 1). This tube not only protects the air-bag but keeps the pole at a convenient, waist-high location when not in use. Leslie finds dousing the pole easier as she just inserts the end into the tube opening and the pole simply slides out of the way (See photo 2).

Here's how we did it:

- We purchased a section of white, 4", PVC, "Sewer Pipe", from our local building supply company ($3.50).
- We began by cutting off a 77 1/4" section of the pipe to make the tube.
- Then, using a saber saw, we cut away and discarded most of the top half of the tube (See photo 3).

(Continued on page 10)

When we installed the factory air-bag (Flotation Device) in the bow of our Scot, we were cautioned to be extra careful when stowing the pole. This concerned us since we didn't need anything else to think about during those busy spinnaker takedowns. What we needed was a way to deal with the pole that was quick, easy, and would protect the new air-bag.

---

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Another Way to Stow the Pole
(Continued from page 9)

- Next we “swiss cheezed” the tube using a 1” drill bit, every few inches. This makes the tube lighter while remaining stiff enough to support the pole. This drilling generates a lot of mess (PVC disks and curlicues). The holes may have rough edges which can be smoothed with a rasp of coarse sandpaper.
- We then inserted several folds of “bubble pack” (packing material) into the forward section and placed duct tape over the end. This acts as a cushion to keep the pole end from hitting the toggle fitting after the tube is installed.
- Finally we installed the tube over the air-bag (See photo 4). We made the after end flush with the deck lip and secured it to the starboard side of the tabernacle using a ¼” S.S. bolt, washers, and wing nut (we used the existing bridie bolt hole). Using a small line we tied up the forward end so the tube would not rest on the air-bag.
NOTE: Make sure nothing touches the toggle/turnbuckle assembly or restrict its operation.

That's all there is to it. Try it! The cost is low and the extra weight forward has not seemed to impact our performance. Call us if you have any questions or can suggest improvements. (H) 804-642-6507, (W) 804-878-2051.

Leslie and Bill live in Gloucester Point, Virginia and sail FS-2780. They belong to Fleet 103 at Fishing Bay Yacht Club in Deltaville, Virginia and also Fleet 137 in Newport News, Virginia.

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OUR NEW SCOTS are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A Midwest Aquatics Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

“PREVIOUSLY-OWNED” SCOTS. We have several on hand, all with our exclusive Midwest Aquatics new-boat warranty. FS 4898 is available for sale at a price well below a comparably-equipped new boat. Specially rigged by Tom Ehman, Jr. for family racing, it placed second at the 1993 FSSA Wife-Husband NAC. New in 1993, 4898 has been sailed very little. Complete with Norths, Midwest Aquatics custom rigging, trailer with parking jack, paddle, anchor, cover. Great looking white hull/deck, black waterline and accessories.

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

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"The North Cape Yacht Club home of the 1994 NAC'S is off I-75, on the southwest shore of Lake Erie, about 30 miles north of Toledo, Ohio, and about 45 miles south of Detroit. I'm sure the Hoover Fleet will be sending you maps and motel information. "

"During the weekend of October 22-24, I met at NCYC with Greg Fisher, other Hoover YC Fleet representatives, with Bill Rogge and others from NCYC to organize the whole program. I was very impressed with the facility and the enthusiasm of everybody involved. I think we will have a great NAC in 1994."

"From there Greg and I drove on up to Detroit to attend the U.S. Sailing Association Fall Meeting on October 23/24. At this meeting I was elected chairman of the One Design Class Council and to the U.S.S.A. Board of Directors. That was all pretty exciting, and I am looking forward to getting involved."

"Actually the highlight of the weekend was a longtime dream come true. I had to represent the ODCC in a U.S.S.A. regatta called the Championship of Chairmen, and I had Greg Fisher crewing for me. The "C of C" was sailed in the Detroit Yacht Club's club owned Flying Scots in the Detroit River, right off the DYC front dock. The wind was 8-12 mph with a following current over the start line running 1.5 knots. There were three short races, and I blew every start. What a bummer. However, Greg and I had a great time though, and I obviously picked up a few more tidbits from Greg."

Thank and boat speed, Bernie Knight

NORTH CAPE YC, MONROE, MI
SITE OF 1994 NAC'S

Great Water

Great Beach (Possible Beach Bar)

Plenty of Docks & Hoists

Plenty of Parking

Great Club House

More Great Club House
**ACRYLIC FLYING SCOT COVERS**

- Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
  - Very light & easy to handle
  - Never stiff or brittle
  - Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors

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<th>White</th>
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**ROOKE SAILS**

1744 Prescott South
Memphis, Tenn 38111

---

**Acrylic covers last “Twice as Long”?... Twice as long as what?**

6 STYLES:

- **MOORING FROM $318**
  - FULL DECK COVER FOR THE BOOM (PICTURED)

- **TRAILING/MOORING FROM $279**
  - FULL DECK COVER FOR TRAILING &/OR FITS WITH MAST UP

- **SKIRTED FROM $361**
  - BOTH TRAILING & MOORING VERSIONS

- **COCKPIT FROM $202**
  - BOOM TENT THAT COVERS FROM MAST OF TRANSOM

- **BOTTOM COVER $259**
  - SOFT FLANNEL-LINED CANVAS WITH SHOCK CORD & DRAIN HOLE

**Here are the simple facts:**

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

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

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

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

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

**The Sailors’ Tailor**

191-FS Bellecrest, Bellefonte, OH 43005
Fleets In

Scot Fleet 166
Water, water, everywhere, and sometimes, no way to lead your boat into the "drink". LaCrosse Sailing Club located on the Mississippi River was warned of approaching high water and told to move its boats to the safety of the parking lot adjacent to the docks. Six feet of water later, several boats were attempting to abandon their trailers, much to the dismay of their owners.

Even after the flood crest departed, ramp approaches were under many feet of water. Mud, trees, and other debris complicated many a sailing expedition. I saw one new piece of boat equipment used to adapt to this year's demands—a snow shovel used to clear ramps of mud before launch!

I visited the sailing club at Davenport, Iowa, and was told that a life size statue, perched on a park bench, next to their "dry storage" area, had been neck deep in the big muddy. By fall, things were pretty much back to normal. I often have thought we midwestern sailors had a special dispensation from Neptune; never suffering the mud flats and tidal changes which affect our coastal comrades in cockpits. Well, high tide lasted most of the summer and made up for that inequity.

Central Wisconsin's Lake Petenwell fared better due to judicious management of the series of dams above and below our fleet's 23,000 acre sailing pond, a fact not totally appreciated by our down stream neighbors. Our lake was kept at a reasonably regular level. Even so, rainy or stormy weather kept down attendance at most of our events.

The Barnum Bay Cup held at Petenwell in June resulted in torn jibs, and damaged equipment as winds rose to 35 during the race. Spectators on the beach were sand-blown clean as they attempted to watch us come in when the Scot race was cancelled. We hoped that those who had traveled distances to be there were not disappointed. Don Schultz of the Madison fleet apparently was not. He had a great time and returned to win honors at the annual Petenwell Regatta.

July's regatta was hampered by a forecast of heavy winds and damaging hail. Miraculously, this proved not to be the case. Dave Grace, skipper of 3081, stated, "These were the best and steadiest winds we have had in many years." We all felt bad for the sailors who stayed home and missed the fun. All season long, events were a gamble, as attested by the financial report of our club's treasurer George King.

The annual Labor Day Dam Race was held on Saturday this year. This had an effect on attendance from the ranks of traveling sailors. This was not the intent of the move from the usual Sunday race. It was intended to provide a rain date during that weekend. Our apologies to those who showed up Saturday afternoon expecting to race on Sunday. Winds were brisk and the dam race was sailed in record time by most classes. Those interested in obtaining a schedule of events for 1994

FERNHURST BOOKS

Dinghy Helming  Lawrie Smith  $14.95
Olympic helmsman Lawrie Smith gives specific advice on making a boat go in all wind strengths, sea conditions and points of sail and key skills to master. 64pp 106 b/w photos

Dinghy Crewing  Lawrie Smith  $14.95
The crew of a modern racing dinghy plays a primary role in getting the best from the boat. This book shows how to carry out every maneuver. 64pp 120 b/w photos

The Rules in Practice 1993-1996  Bryan Willis  $14.95
The new Racing Rules applied to real life situations and illustrated with helpful photographs. Contains key sections of the rules and notes the 1993 changes. 80pp 101 b/w photos

Racing: A Beginner's Manual  Caig and Davidson  $14.95
Keen to get started in racing? Here are hints and all the practical advice you'll need to build your confidence and help you outwit the opposition. 64pp 100 b/w photos

Tuning Your Dinghy  Lawrie Smith  $14.95
Here is a logical, systematic approach to the problem of setting up your boat and fine-tuning it for maximum speed on all points of sailing. 64pp 120 b/w photos

Tactics Second Edition  Rodney Pattisson  $17.50
Out maneuver the rest of the fleet within the new edition of this best seller. Includes Match and Team Racing, Offwind Starts and Racing Near the Shore. 96pp 90 b/w photos

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EAST SHORE SAILING
1000 East Shore Drive Dept FS
Ithaca NY 14850
Glimmerglass '93
Karen Fleury
Fleet 109

The Otsego Sailing Club hosted the 26th annual Glimmerglass Regatta on September 18 & 19. Saturday morning found Otsego Lake with mirror-like conditions and races were postponed until after lunch. With the threat of rain and the wind still not very promising, racers were beckoned on the water, by the Race Committee. Lucky that they were, because once out there winds steadily increased and three races were held. Contention for first place was pretty well established between Griff and Carol Williams with two firsts and a second and Danny and Morey Waituck with two seconds and a first. Third place was up for grabs, with Clark Cooper and John Kimball in the lead at the end of Saturday.

Sunday brought heavier air for the final two races. The Waituck’s had two bullets to claim first, and the Williams’ took two seconds to place second overall. Cooper did what he had to do to hang onto third. Chris and Jean Rotunno pulled an impressive two thirds to move from sixth to fourth.

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Members of Fleet 142 Spruce Island Yacht Club, Norwalk, CT, were greeted at their annual Awards Dinner of the “Happy Face” pumpkin. Thank you Fred Brukland for sending us the photo.
1994 Midwinter Championship

Schedule of Events

MONDAY, MARCH 28
0900 - 1600 Registration (Club Bar)
0900 - 1600 Sail Measurement (Sailing Center)
TBA Afternoon Tune-Up Races
1600 FSSA Board of Governors
1830 FSSA Board of Governors Dinner
1800 - 2000 Pool Party - Bayside Inn

TUESDAY, MARCH 29
0800 - 1000 Coffee & Monkey Bread
0830 - 1000 Registration (Club Bar)
0830 - 1000 Sail Measurement (Sailing Center)
1015 Skipper’s Meeting - Upper Deck
1230 Races Back to Back
1700 Protest Committee (Sailing Center)
1830 No Host Pig Pickin’ Luau

WEDNESDAY, MARCH 30
0800 - 0930 Breakfast - Dining Room
1030 Lunch
1230 Races Back-to-Back
1700 Protest Committee (Sailing Center)
1730 - 1900 Raw Oyster Bar on Front Lawn
Sponsored by Fisher Sails

THURSDAY, MARCH 31
0800 - 0930 Breakfast - Dining Room
1030 Lunch
1230 Races Back-to-Back
1700 Protest Committee (Sailing Center)
1830 - 2000 Cocktail Party - Upper Deck
Sponsored by Schurr Sails, Inc.

MEET BUDDY MELGES

This year will mark the 25th year the FSSA Midwinters has been held in Panama City, Florida. In celebration, Buddy Melges, World Class Sailor, Author & America’s Cup Winning Skipper on America³ will be attending the Midwinters. He will present a seminar Friday, April 1st (This is NOT an April Fool’s Joke) and will be awarding the trophies at the Awards Dinner. Be sure to come meet Buddy!!!

FRIDAY, APRIL 1
0800 - 0930 Breakfast
1030 Lunch
1200 Race Begins If Necessary
1900 Buddy Melges Seminar
Awards Banquet (Max. people-150)
Honorary Host, Buddy Melges

Prizes - Prizes - Prizes Daily Drawings following races
Skipper and crew prizes will be awarded for seven places in Championship and five places in Challenger Division.
Prizes will be awarded for winning Skipper and Crew of each race.

1994 Midwinter Championship Registration Form

Skipper __________________________
Address __________________________ Street # __________________________ City __________ State __________ Zip __________
Fleet # _______ District _____________
Sail # _______ Hull Color ____________ Spinnaker Colors __________________
Crew Name (1st) ____________________ Crew Name (2nd) ____________________
Registration Fee: $60.00 if received before March 25th 1994 (Add an additional $5.00 if not an USSA member)
$70.00 if received after March 25th 1994 - Save the 10.00. Mail back ASAP
Please mail registration to: Brenda Ruthven
702 Frederick St.
Panama City, FL 32405
Tel: (904) 763-4793.
Checks should be made to the order of Midwinter Regatta Fund

Six races with an excellent social calendar. Lots of fun and great racing.
Racing will start on Tuesday this year with two races. Some camping is available at the St. Andrews Bay Yacht Club grounds. All motels listed are within fifteen minutes and the Bayside Inn is offering a special rate if you mention that you are a FSSA member when registering. They are also having a patio party for Flying Scot sailors on Monday evening.

MARK YOUR CALENDAR AND COME JOIN US!!!

Hotel: Bayside Inn (904) 763-4622 ($35 per room special) 1 person - each additional person $7.50 each
Howard Johnson’s (904) 785-0222
Ramada Inn (904) 785-0561

For more information: Contact Brenda Ruthven, Phone # (904) 763-4793 or the above address;
Baby-sitting services available during races - Hospitality Tours
Midwinter Regatta  
March 28- April 1, 1994
50 Reasons to Attend
by Suzi Knight

50 Reasons to attend Midwinters...(in random order)

1-Sun
2-Sand
3-Betty
4-Bo
5-Jimmy Ruthven's Party
6-Terry Swift's "HOT" wardrobe
7-Hunt's Baked
8-Hunt's Raw
9-Hunt's Beer
10-The Thursday Cocktail party
11-Doc's new biracial spinnakers
12-Pappy's
13-The Station House
14-Schooners
15-Sail Registration
16-The "No Name"
17-Thunderbirds
18-Wataburger (sorry - Warm-ups only)
19-Warm-ups
20-Dolphins
21-Breeze...and lots of it
22-Big chopp...square waves!
23-chapped lips
24-Flying spinnaker runs
25-Barge dodging
26-Free day to crash between Ft. Walton and Panama City
27-The Floyd Davis Trophy
28-The day after on Shell Island
29-Cee Bee
30-The Bay Hilton
31-Kamakazes
32-Betty calling Benz at the skipper meeting
33-JR's and Joe's
34-Taylor Smith's April Fool's jokes
35-Jim Cavanaugh vs. Irish Mist at Warm-ups
36-Hagar
37-Helga
38-Finding out where NAC's will be
39-Suzie Knight will make a come-back after four years
40-Srrimpies
41-The papermill
42-Beyside Motel
43-Awards banquet
44-Bodacious Becky
45-Buck
46-Schuur sails ditty bags
47-You finally get to wear your foul weather gear
48-Harry and Karen and another new hull color
49-J. Michaels
50-Hiking out until your legs think they're going to drop off

Flying Scot New Membership

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<td>4045</td>
<td>P. Buckley Moss</td>
<td>1717 K Street NW</td>
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<td>Dr. William K. Burns</td>
<td>1216 Frittia Lane</td>
<td>Alexandria</td>
<td>VA</td>
<td>22308</td>
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<td>79</td>
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<td>David G. LeBlanc</td>
<td>136 South Carolina Avenue</td>
<td>Passadena</td>
<td>MD</td>
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<td>IL</td>
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<td>Al Thagard</td>
<td>4737 Sherwood Drive</td>
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<td>Robert Koepker</td>
<td>4646 Beef Street</td>
<td>Syracuse</td>
<td>NY</td>
<td>13205</td>
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Agency  
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Rocky River, OH 44116  
(216) 331-0351

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January/February 1994
STARTING LINE

Midwinter Warm Up Regatta
Ft. Walton Beach Yacht Club
Ft. Walton, Florida
March 26 & 27th 1994
Great sailing, great fun, super party
Friday and Saturday. Camping on
grounds.

Douglas/Orr Invitational Regatta
June 11 & 12, 1994
1st Annual Invitational Regatta at New
Haven Yacht Club, New Haven CT.
Hosted by Fleet 177. The New Haven
Harbor WAS the best kept secret
around, now we want to tell the world.
It is the largest protected body of water
on Long Island Sound with fantastic
sea breezes. Open to all Flying Scots
and Thistles. It doesn’t get any better...
Contact Forest Rogers (203) 775-0665
Home of the 1995 International Special
Olympics and sail in FLY Scots.

Berliner Yacht Club,
Berlin Lake, OH
Annual Regatta
June 18th & 19th, 1994
Come and enjoy our annual event, with
guaranteed winds (Same as last year 8-
12 MPH). Friday night welcome party,
with camping on grounds. This will be a
great warmup for the Ohio Districts.
Boats can be left at club for both
events. Contact: Keith Rober (216) 758-5337

Pig Roast Regatta
June 25 & 26 1994
Cowan Lake
Wilmington, Ohio
Flying Scot Fleet 1 invites you to join us
for our annual Pig Roast. This annual
event attracted 31 Scots in 1993, is
sailed in 2 divisions and features a
roast pig party Sat. night. Great food,
racing and party. Contact Mark
Shoemaker (513) 779-9382 (H) 461-
3290 (O)

1994 Ohio Districts
Berliner Yacht Club
Berlin Lake OH
Fleet 19
July 9th & 10th
Join us for some great racing, with
guaranteed wind and sunshine, Friday
night welcome party, camping on club
grounds. Some housing available. For
more details: Keith Rober (216) 758-
5337

Deer Creek Yacht Club
The Sandy Douglas Memorial
Regatta
July 30-31, 1994
5 races on beautiful Deer Creek. Lots
of fun, sun and great sailing. Contact:
Al Thagard 4737 Sherwood Dr.
Pittsburgh, PA 15236 (412) 882-8490

Flying Scot Nationals 1994
North Cape Yacht Club
on Lake Erie
August 6th-12th, 1994
More in later S n W. Contact Mike
Cullen (614) 890-5130

Flying Scot Canadian
Championship 1994
Stony Lake, Ontario
August 20 & 21st 1994
Beautiful Stony Lake setting, clear
open water, a very competitive fleet.
Registration includes accommodations
and meals at a very low price...
Contact Douglas McTavish, 942
Avenue Road Apt 2, Toronto, Ontario
MSG 2K8, (H) (416) 481-5166 (O) (416)
595-8587

Flying Scot Canadian
Championship 1994
Stony Lake, Ontario
August 20 & 21st 1994
Scott Sailors are invited to experience a
truly unique regatta, the Flying Scot
Canadian Championship.
The FSCC94 will be held at Stony Lake,
Ontario, August 20 and 21, 1994 and
promises more of the same (only better) as
that experienced by participants in the
previous four FSCC’s. This will include the
beautiful Stony Lake setting; lots of good
clear open water; a very competitive fleet;
August winds averaging 8-12; and plenty
of Stony Lake hospitality.
All accommodation and meals for the week-
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