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"Denotes Executive Committee Members

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COVER: Taken at the finish line of the last race of the M.Y. lakes District held in July 1993 at Skaneswakes Lake, NY. (Photo by Fred W. Dabiel.)

ADVERTISERS

Scots n' Water
Registered Trademark. Publication No. 0164-3537. Published bi-monthly by FISA, 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 1 Subscription is $8.00 per year included in annual membership dues. Second-class postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, October 15; March/April issue, December 15; May/June issue, February 15; July/August issue, April 15; September/October issue, June 15; November/December Issue, August 15.

Ad Rates: Write FISA, 3008 Millwood Avenue, Columbia, SC 29205.

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

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Dear Sunshine:

Fleet 145 is pleased to announce the listing of members Doug McWhirter and Ann McBoyle to the FSC regatta at Stony Lake, Ohio on June 16, 1995 during a single person race against the pristine backdrop of the smooth waters of Stony Lake. Following their week the couple went sailing, finally returning to a casual gathering of friends and FSC members for a evening of fine food and camaraderie at the club.

As former FSC regatta organizers both Doug and Ann will be looking forward to welcoming all FSC members to next year’s FSC at Stony Lake. Look in this year for regatta information and dates.

PS. I saw your picture in Sailing World. Congratulations on your recognition.

Douglas S. Smith

Dear Sunshine:

John Frances in his September/October issue reminded me of the importance of the boatmaster at the Horsetooth Harbor Yacht Club in Larchmont, New York. You taught me to constant trim and wave action. The mast on my Flying Scot (32818) had nearly topped over after one of the sides had been frayed severely, the Harbor Master taught me how to combat this problem.

At the end of the day when placing the boat on the mooring, using three (3) bearings rubber bands cords that can be purchased in any automotive parts store, I would wrap the end of the band around the mast, attaching the hook to the other end and hooking one to the other sides. This process is repeated with the other side to and with the forestay. The cords should be pulled down on the mast sufficiently to maintain continuous tension on the stays. The final touch is to wrap a rope around the mast and around each bungie cord where it is attached to the mast and then to fasten the rope to the bottom of the mast. This prevents the bungie cords from working their way up the mast and releasing the tension on the cords.

The effect is to prevent the mast from moving independently of the sail, everything moves in unison, thereby eliminating the "topping" effect of the mast which frays the side and forestay. Once I adopted this practice I never again experienced noticeable wear on the stays caused by being on the mooring.

I hope this will be helpful to our colleagues on the Delaware River.

Very truly yours,
Alan M. Shaver

Dear Sunshine:

It is always gratifying to see articles devoted to something other than racing in Scots ‘N Water. These help to point out the versatility of our boat, and illustrate the fact that being a Flying Scot sailor means different things to different people.

Thanks for putting together Scots ‘N Water, and for your efforts to address all Flying Scot sailors—even those of us who don’t race.

Sincerely,
Greg Giles
FS 2606

Dear Sunshine:

I was reading an article recently, and was very surprised to see that you were involved in the sailing of the famous Flying Scot sailboat. It seems that the popularity of your boat is spreading across the country, and I thought it would be interesting to share my own experience with the Flying Scot.

I have been sailing with a Flying Scot since 1982, and I can honestly say that it is one of the most rewarding experiences I have ever had. The boat’s simplicity and elegance make it a joy to sail, and I have always been impressed with its ability to handle in any conditions.

One of the things I enjoy most about sailing the Flying Scot is the sense of community that it brings. I have met so many wonderful people through sailing, and it has been a great way to make new friends and to stay connected with old ones.

Thank you for sharing your experience with the Connecting. I look forward to hearing more about the Flying Scots in the future.

Sincerely, John Smith

Dear Sunshine:

The article in Scots ‘N Water Sept/Oct issue by Sarah Russell was terrific. Any article that details new ways to enjoy your Flying Scot is welcome, especially one so thoughtfully and well-written.

It was a pleasure to read about the various ways in which people have customized their boats, and I hope that this article will inspire others to do the same. The Flying Scot is a versatile boat, and I am confident that there are many more creative ways to use it that have yet to be discovered.

Thank you for sharing this article with us. It was a delight to read.

Sincerely, Bob Green
SDSCs n WATER
MAR/APR

Welcome to the Boys' Club
By Anne Lankin: Co-Captain FS 1242, (Fleet 1)

Sailing as a sport, has existed for over a hundred years. It may be argued that even the earliest sailors, in addition to turning to the sea for food and livelihood, went out on a boat because they loved it. Perhaps it was fun as much as it was work. As civilization developed, and men began to acquire a thing called leisure, sailing became less a means to secure sustenance and more a means to secure pleasure.

Things progressed, sailors banded together to pursue their sport, and in 1927 the U.S. Sailing Association formed. It is still the governing body of sailing today. Today, the Association boasts 31,000 members. This membership includes approximately 20,350 men and 4,650 women. This is representative of the sport as a whole, other Scows write to him with ideas, suggestions, information and knowledge of your area or others that you have been to. Thanks Tom!

From the Editor
This issue highlights the Pacific District which stars round two of the District Highlights. Everyone has had one or two of your governor when your district is highlighted. Please feel free to help support your loss of the flying Scow, your district, your governor and your boat or sailing club if you have one.

Sailing season is here. The Pacific Chieftain is a little more than a year ago but we received Little support. I could Chuck Brennan, with helping to maintain the boating and fishing from the ranks and be forever grateful to him. At this year's National in Dallas, Chuck received the SCs National Trophy for the most helpful District Governor (see Picture). For 1974-75, we plan to have a day in the Pacific waters to open the holidays and still have time to organize his fleet and get information to me for a great new issue. Once again, thanks Chuck for being a wonderful people in the Pacific District. 

For those of you who have cruised during a race, you of course realize that this is completely unrealistic. A crew member does what he has to do, and what the skipper decides, but there is no time for whims and wherever. I got to pretty good at pulling in the jib sheet and tacking when told, but after a month I knew little more than I knew when I started.

Luckily for me, I met Mike, a man with a mission. Mike had been sailing for many years, and had a passion for passing his love of the sport on to other people, particularly women. He feels that women are the neglected part of the sailing world. It begins, he enjoys the company of women, but he says that his main goal is to pass his love of sailing along to a new group of people. He chose the word "empower", but that is exactly what he does by teaching women on the tiller of his sailboat. This was my turn. I was his new student.

Lessons began immediately. My goal was that by the end of the summer I would be able to "sail" in the Scow; sail a course laid out to make "men-demanded" sailing an adventure, a variety of conditions, set, fly and down the spinnaker and return the boat safely to the dock, all in about 6 hours.

Despite my big talk, in my heart I was not at all sure that I could do it. After all, I was raised in a culture which taught me that men were capable and women were dependent (therefore women could be crew and men were captains). That mechanical devices (boats fall into this category), were mysterious things comprehensible only to men, and that wind and weather conditions were best left to the gender with the ability to make sense out of complicated sciencies. I had to prove to myself that this was all a bunch of nonsense. I had to single-hand the boat.

That day after we dragged ourselves over the finish line in last place, Mike and I met to discuss what had happened. He talked to me about wind, how I would know the turn and watching the sails. I accelerated up the

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That day after we dragged ourselves over the finish line in last place, Mike and I met to discuss what had happened. He talked to me about wind, how I would know the turn and watching the sails. I accelerated up the
BOYS’ CLUB
Continued from page 7
Learning, it was my understanding that this sport was not

This incident proved to be a turning point in my training, because it vividly illustrated that I was unaware of one of the most basic principles of being a good sailor: when tackling, regardless of where 90 degrees turns out to be, do not stay at a heading directly into the wind. Always be aware of the wind and the sails. Maintain headway with properly trimmed sails.

I was also confirmed in my suspicion that racing is not the ideal place to learn how to sail. Lessons continued regarding how to tack, but I did not make another appearance at a race for quite awhile.

Little by little, the tricks of the trade made themselves apparent. I learned that it was a lot easier to clone the lines when the lines were moving through the cleat. I started to be able to clone the mainsheet with my eyes while keeping my feet on the ground, letting the mainsheet out sparingly, to save myself the trouble of pulling it back in. Wind direction remained a problem; it is shifty on Lake Cowan (not the dependable winds of the San Francisco Bay), and I did not naturally tune it into this. This became a bit of a problem when Mike would tell me to turn upwind or fall off. It is diffi-
cult to respond correctly when you are not sure of wind direction.

By this time I had worked on handling the jib, the main and the tiller. It remained a mystery to me how someone could maneuver a boat with two hands, especially under conditions that included tacking. So that was the next step. Mike took over, I perched in the corner of the boat, and he led an imaginary course single-handed.

He was a model of efficiency. Every move was completed smoothly, all lines were laid so that they could be reached quickly and actions were done in order of importance. The turn

During the next lesson I pretended that there were marks laid out, and I staggered around my “course.” It wasn’t pretty, but I made it. The lesson that I learned you still have a long way to go, Annie.

But I kept at it, and each day pro-

vided new experience and practice time. Little by little, I became more skilled and confident. Finally it was time to bring a guest along, show off a little, demonstrate my single-handing skills. I brought my friend Roy up to the lake bright and early. I hopped onto the boat and started to set up, sure of myself and what I needed to do. We sailed out of the harbor with one on the controls, Mike and Roy being told to “just sit, watch, and keep out of the way.”

All was going well, everyone was suitably impressed, and I was feeling proud and confident. Mike decided this was the perfect time for a spin-

naker lesson. I had flown the spin-
naker a few times before, but I was still very shaky.

We sailed over to the side of the lake, had the wind behind us, and Mike took over the tiller. I went to set the spinnaker, with Mike directing me. He started calling out directions, and I tried and the sense of what I was doing. Here begins a comedy of errors.

Cowan Lake is not particularly wide at any point, but there is more than enough room for anyone to get involved in a bit of challenging back and forth as he sailed past our lift.

I went ahead with my lesson, but later in the afternoon he caught up with us as we were taking a break in one of the coves. “Would we like to race?” he asked. I jumped up, answered “You’re on,” and prepared to race, single-handed, on a downwind run using the spinnaker.

Mike sat in the corner of the boat, I turned to the correct heading and ran forward to set the spinnaker. Mike got under way slowly. He was still a little hesitant. He tried a wing on wing maneuver, but my spinnaker was still full and pulling us farther ahead. Despite the fact that he only had one person aboard, and better sails, there was nothing he could do to overcome the advantage my spin-
naker gave me. Not only did I win the race, but my confidence level shot up.

Now I was in that gray area, am I ready, am I not? I had a houseguest coming to visit, and I was interested in sailing the course before he arrived. It was a sunny day, with 15 knot winds. I felt confident. I was lesson #20, and that sounded like a nice round number to solo on. But I had been off for a long time, and I did not want to rush.

We decided that it was a go. Mike went out on a spinnaker, setting a sailboat with Roy along to record the event on a soundtrack. I got the boat ready and pushed off. The plan was to paddle out into the harbor, drop anchor, let the boat stabilize into the wind, and then push off from the lift, the winds shifted and the boat turned, heading out of the harbor towards the body of the lake. So much for Plan A. I got out of the spinnaker, tumbled into the wind, and set the sails. This was it.

The first leg was a beat, but I was in a wind shadow and things were somewhat slow. However, I had wind in the “main’’ and my heading was “drilled into me in that particular part of the lake, so I stayed with it. I turned around the first mark, let up the jib and the main, and started on a reach. This leg took me across the lake and into a cove, a few dry runs, we headed out for the real thing.

As had been our custom, near di-

asters are good teachers. We sailed the spinnaker 5 times that day, each successfully and smoothly. The next day my friend George happened to be at the harbor and got involved in a bit of challenging back and forth as he sailed past our lift. I went ahead with my lesson, but later in the afternoon he caught up with us as we were taking a break in one of the coves. “Would we like to race?” he asked. I jumped up, answered “You’re on,” and prepared to race, single-handed, on a downwind run using the spinnaker.

where I could set the spinnaker for the downwind leg. Winds were strong enough that I chose to do a 360° to keep some speed before setting my heading and putting up the spin-
naker. I got it set without difficulty, but there was a wind shift causing it to be pulled to the port side. This leg of the course was designed to be long enough to demonstrate the ability to fly the spinnaker single-handed, but not take the length of the lake. The winds were strong enough that they blew the boat down the leg quickly, even with the spinnaker shifting from the bow to the side. I decided that the demonstration of skill was satisf-
ished, doused the spinnaker, and made the

The last two legs were easy: a close reach, and a beat back to the starting line. The winds remained strong and the boat leant over enough to hike out a little and show a little centerboard. I knew I had accomplished my goal, and I wanted to enjoy this last part of the course.

As I finished the course Mike and Roy hoisted the mainsail and headed back to the harbor. As it hap-

pened, Mother Nature did not want me to have such an easy time of it. The winds shifted suddenly and a big sea came up from the west.

Fortunately, I was not at the controls, and I could just sit there and enjoy the sea.

Continued on page 10
How Things Were, in the Wild, Wild West in August–95
By Chuck Bencik (FS 3997)

S
pecial Olympic sailors (the first ever in Southern California). Demo-
rules for crews of up to yachtaper-
sors at the San Diego Yacht Club. Racing
the Flying Scot at the West Coast
Community Sailing Conference. The first
Flying Scot Midwinter in Almanita
Bay, San Diego, California. The agnus of
snow in June at Big Bear Lake. Sweatin’
with the Oldies (and youngsters) at the
Dallas NAC. Heart- and back-breaks over
the Inverness District Championship
races. The gustless of Hurricane Guilt at
the San Pedro Mallory Cup J-24 semi-
finals. And, oh, I love Perris (the Lake) any-
time—spring, summer, fall and winter.
Thats 1995 for your Pacific District
governor. Yeah. Awesome, Dude. And,
ocasionally, awful.

Captains of Fleets 40 (Inverness/San
Francisco), 100 (Beach/Washington) and
176 (San Diego/Southern California)
worked outstandingly hard to create Flying
Scot excitement. Captains Ken Nelson
(500) and Dave Seckstler (176) kept
their pressies running and their troops
applied of local doings with outstanding
periodic newsletters. I especially com-
mented those Fleet secretaries. Its those
stalwarts we can thank for Pacific District
earning the 1995 SCOTS ’N WATERS Trophy
for best JFR support in Scots’ n’ Water.
PACIFIC DISTRICT, which is Arizona,
California, Hawaii, Nevada, Oregon and
Washington states, is the Wild West of
PSSA in more ways than one. Ken and
Wanda Nelson (FS 25) trekked down from
Kenswick, Washington, (were talking
650 miles each way) for that insane sail-
ing event, the Pacific District Championship
at Tomales Bay (Inverness, CA). I was going up to meet him from San
Diego, when not my game decided otherwise. I believe his amazing story is elsewhere in this issue.

Two San Diegos made it to the NACs in
Dallas in July. That was one hot desert
trek, I can vouch! Mileage one way, 1,300.
We just missed “longest distance traveled”
by a hair (some New Mexicans won). Thanks much to Hermes Knight, I and FS 3997 are better sailor and sailer.
Newcomer/sailor Lill Lillgroen even rode a
first place boat in one of the qualifying
rounds. But knowing it was possibly the first NAC attended by all Districts was
reward enough.

Our first official entry into the Southern
California Yachting Association Midwinter saw five FS’s entered, includ-
ing one sailor, Peter Atkins, who raced his first ever race! Our 96 Midwinter will
again be at Long Beach/Malibou Bay or February 17 and 18. We heard from sev-
eral of the crews at the Dallas NAC that they want to sail this one, too. We’re look-
ing forward to a fun visit from President Dave and our Texas, St. Louis, West
Virginia and Gulf Coast Scott masters.
The Mallory Cup Semi-finals at San
Pedro’s “Hurricane Guilt” competed for
our August sailing time. Adyly named, this
wetery wind-swept event six Flying Scots
on blazing spinner legs and planting
genish. Catalino Beach Yacht Club caught
the action on video. Fleet 1705’s
drivers lost their leads to representative
crews from six Harbor Areas. We observed
anonymously as 18 people, all of whom had
essentially NO PRACTICE sailing the
Flying Scot, vied for a spot on the line at
Kenswick. CF. Hardware and sail
seemed to mostly adequate, and we
learned a lot about good boat maintenance
and the importance of installing only qual-
y performance equipment. (Occasionally our
semi-finalists did respectfully, but couldn’t
boat out the East Coast competition.) San
Diegos LOX hoisting newspaper devoted
a half-page to the event, with photo.
The demise of our quick-shuffle defense
at the America’s Cup finals cast a poll of
gloom over an already gloomy Coast.
Denis Conner’s looking for a new life else-
where. Our Chargers got to the Superbowl
but lost. We’re no longer the capital of the
economic defense industry; now we’re the
home of the volatile computer industry.
Job security is only slowly returning.
One of the new Scots I delivered went to
a financially secure sailor: an owner of sev-
eral MacDonaldis’s franchises. The San
Francisco area, last I looked, had several
people searching for used Flying Scots.
With 3 new Scots placed in California in
1995, I call it a “hot bad” year.

Continued on page 12
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SCOT'S N' WATER

MARCH/APRIL

13

WILD, WILD WEST

Continued from page 11

'Nancy-boo promises better things. The GJ trials over (yes!)! The Republican Convention's coming. If John open up as promised, people will relax more, get their Flying Scots out of the barn, and find the time to take off and join their shipmates on the friendly scenic waters. We know there are 'Scott owners in Hawaii (one), Nevada (one), and Oregon (two), Washington's got over 20, scattered about the State. Some of the 30 odd 'Scott owners in the Inverness area were burned out by last year's fire storms, but their 'Scotts are still there.

I wish success to Dick Ullman who's picking up the Flett 40 from a retiring "Sandy" Corbett, And The Family Fleet, Southern California's 177, has Chuck and Ben Hoffman as co-captains. As for me, I hope I'll see some new looks with 'Scotts on them — Tuhle, Hawaii, Meld — maybe even Shasta or Upper Klamath. I hear that there's a bigger Lake Pleasant in the Phoenix (AZ) area now. And somewhere in the West there's an ideal place for a National Association Championship. Or how about Southern California for the Flying Scot Midwinter??

San Diego, until recently the home of the America's Cup, is now home of the world's oldest ship still sailing on her own bottom: the bark Star of India. Who says old designs don't work well in these parts? A

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The weekend on Willapa Bay in early September had fine weather, good winds, good sailing, and noble scenery. Two Scots of Fleet 100, Thom Graham, singlehanded and Mike and Al Rees took part. We saw seagulls and eagles, camped on the beach, walked on the sand and through the forest. The ancient cedars on Long Island, the main object of our visit, were awesome.

We launched at the ramp at the Refuge Headquarters opposite the south end of Long Island. The ramp is gravel, has no mooring float or pier, and we had feared it might be a serious problem. In fact we had no difficulty. Thom was able to launch and recover singlehanded, very quickly, an impressive accomplishment. You must see the rig he uses to raise and lower the mast.

Willapa Bay is shallow. We planned our trip to sail on the tidals of seven feet or higher (local height of water relative to the zero tide datum, mean lower low water), and we calculated from the NOAA tables the windrows of time, a certain few hours in the mornings and in the afternoons, when we could approach the Long Island shore.

In the river around the south end of Long Island were sticks, or saplings with the branches on, set in the bottom. These mark the deeper channel, quite narrow near the ramp and widening as we went toward the bay. We learned to mind the marks. Several times we touched bottom even at high water and well offshore. The centerboard serves as a depth sounder, and the bottom was soft.

At lower tides there is a lot of sand, or mud, between the shore and the water. The Scots were allowed to lie on the sand. We had rigged a clotheline to our Scot and anchored 200 feet from shore. The system made the best accessible at any time, and affloat and usable whenever the tide was rising. The water was warm and comfortable, but too shallow for good swimming.

We spent most of Sunday ashore, hiking through the forest and to the south end of the island. The beach was very broad at the low tide but too soft, in places, to walk on. We saw trails in the sand that might have been left by centerboards.

The north end of Willapa Bay was not visited on this outing, and none of us have seen it. The chart says there is a wide expanse of sailing water at high tide at all stages of the tide. There is a broad opening to the Pacific and much of the Bay is exposed to the ocean.

We are thinking of sailing there next summer. A
Fleet 100 Report

Adventure at Inverness

"or Wine with your Tomales"

by Ken Nelson (FS 25)

The wind howles. It’s blowing about 25 knots. Four Scoots are on the outside of the pier, backing and pounding against the docks, jibs flapping incessantly... We had traveled down the treacherous Highway 1 with its thousand foot drop-offs and winding signs, to get to the Pacific District Flying Scot Championships on Tomales Bay, at Inverness, California...

The Flying Scot one design class has made great inroads on the West Coast (three fleets, Fleet 100 in the Pacific Northwest, Fleet 40 in Inverness, and Fleet 176 in San Diego for more than a hundred boats), and it is the premier boat at Inverness... They must have thirty Scoots of varying conditions in their yard, from brand new to disheveled. Gordon "Sandy" Douglas personally hauled many of them to the sleepy little community near the Point Reyes National Seashore. Sandy Douglas, designer of the Flying Scot, the Thistle, and the Highlander, who early in his career built... 14’s and International Canoes with the likes of the legendary Ulla Fox (Daysailer designer), had found a club in desperate need of his boat. Tomales Bay, site right on the San Andreas Fault off the Pacific, just north of San Francisco. The bay is shallow and the wind strong so a centerboard boat would be a sure bet. We were at a privileged position sailing in the heaviest sustained conditions I’ve ever sailed in willingly. I must admit I also had visions of capsizing, rig falling down, centerboards breaking, car problems... To be sure it was a casual affair, without much formality. They had three Boston Whaler rescue (crash) boots, the main one equipped with a motor, engine and tow bar; a very nice yacht club, and more people... We sailed two races each day and witnessed these capstans and the breaking of a mast on Mike Severson’s brand new Scout. I must admit to being in love with the shape of a flying Scoot even when it is upside down. I can still remember the gleaming gel coat, profile of Severson’s boat as we assisted in righting it. Unfortunately, he had turtled the boat and the mast, broke during the righting process. We spent the night on the mud (Uncle Bucky for the bare tube). If this happens to me, I think I will try to pull the pin on the chafe, the centerboard froze and refused to go completely down. Wanda attempted to help it by manually turning the drum and got her hand in between the boom vang bridle and the tabernacle when we completed the gybe. With Wanda screaming to go back and a bit of confusion on board we grid around and got things back together. After some time on the phone (cloudy closeout) talking with Corbett’s crew (an orthopedic surgeon) and rigging a sling, we spent the evening at the yacht club bar and barbecue enjoying the local hospitality, with Wanda accepting and receiving much sympathy... Wanda is fine since the injury, no broken bones, just a compressed nerve. We really appreciate all the club’s concern and help...

Saturday the heavy conditions began to take a toll on my centerboard well began to crack, so Sunday morning we were trying to patch it back together with five minute epoxy and c clamps. Wanda sat out the Sunday’s racing (doctor’s prescription), and a couple of headshrinker stories later we were still in the same position. While the wind blew strong on the bay, it seemed consistent in direction and velocity, which makes a good start mandatory. It seemed you couldn’t gain much on the small shifts, although local knowledge of the interaction of the tidal current, seashore water, and geographical shifts was obviously helpful. Anyway, we had a great time in what I used to consider survival conditions, finishing fourth out of the nine boats that participated (wait till Next Year!!) On the way back we had some time to enjoy the Sonoma and Napa valley wine regions (not to mention the wine) to cap off a really great time (this part could be a whole separate article) filling up the back of the van. Great food, great wine, great sailing, and a most gracious group at the Inverness Yacht Club made this an extraordinary time...  

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SPECIAL EVENTS
- Pre-Championship Clinics for novice racers by Graham Hall & friends
- Social events, informal and affordable
- Cruise through the 1000 Islands (July 6 - July 13)

RECOMMENDED HOUSING
- State University College at Oswego dormitory housing (7 nights, 5 breakfasts, 3 box lunches for on the water)
  $135 per person double occupancy
  $165 per person single occupancy
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HOTELS
- Captains Quarters (Best Western) (315) 342-4040
- Econo Lodge (315) 343-1600
- Days Inn (315) 343-3136
- Thomas Inn (315) 343-4900 (Closest to OYC & SUNY)
  - All hotels are offering special rates
  - Ask for SUNY Flying Scot Conference rate

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- Twin Pines Cabins & Campsites (315) 343-2475

QUESTIONS?
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- SCHEDULE OF EVENTS (TENTATIVE)

SATURDAY, JUNE 29
- Registration & Measuring
- Racing Clinic for Novices

SUNDAY, JUNE 30
- Registration & Measuring
- Women's and Junior's Racing
- Racing Clinic for Novices
- Skippers' Meeting
- Welcome Party, OYC

MONDAY, JULY 1
- Qualifying Races

TUESDAY, JULY 2
- Qualifying Race

WEDNESDAY, JULY 3
- Championship Races

THURSDAY, JULY 4
- Championship Races

FRIDAY, JULY 5
- Championship Race
  - 4th of July Barbecue, OYC

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"Indestructible"
by Dick Elam, Editor, Scots 'n Water, June 1979

Indestructible. Our Flying Scot 1108 and trailer broke loose from the trailer hitch, snapped the safety chain, lurched off Interstate 85, bounced over a ditch. The trailer tongue dug into the dirt. The boat and trailer pitched, drifted up in the air, remained the following trailer. When boat and trailer landed, the strap tie-down bolts straightened, trailer and boat separated, the trailer careened against trees, the boat landed on its keel.

Damage included a twisted trailer tongue, a bent mast (the upper part which extended beyond the boat), a bent chainplate, two pop-rivets broken on cam cleats, 12 inches of twisted rubrail, and three crooks in the gel coat. One crack came just above the waterline on the port bow, and two cracks occurred at the rubrail on the port side. Only the rubrail crack broke through the boat. Maybe "Indestructible" overworks the superlative. We did hear about a Scot being cut in two by a Great Lakes steamer. Stout and sturdy weight ball into the hull as the waterline — top of cloth just above the balsa floorboards — saved a hole in the boat. The rubrail reduced the impact on the fiberglass. The extra-heavy chainplate bends back straight. Next time someone complains about the Scot being heavier than needed, just turn the trailer loose on I-85 traveling 55 miles per hour... (Item from June '79 issue) ▲

Y Camp Waterfront Director's Verdict:
"The SCOT is just about BULLETPROOF"

So says Jeff Butcher, the waterfront director of YMCA Camp LeCrest, at Rhod River on Chesapeake Bay [Edgewater, MD]. After eight years of traditional abuse, the fleet's two Flying Scots have likely taken as much punishment as the typical family would dish out in twenty years.

"We've worn out a set of gudgeons and cracked one hull (in an accident on land). Of course, every year we replace some hardware, and maybe the centerboard gaskets. That's it," says Butcher, who plans to buy four more Scots by next spring, and to have an even dozen within two years. (Quoted in Small Boat Journals #62, August/September 1988) ▲

Full Speed T-bone Collision in 10-Knot Breeze No Problem for Flying Scots, says Sailing World

Covering the '82 Flying Scot Midwinters at Peconic City, Florida, Major Hill wrote: "The boat is tough, built to last. In one race, a full-speed t-bone collision in 10 knots of wind produced no damage to one boat, and only cosmetic damage to the other. And the Midwinters fleet was full of competitive older boats. One 70-year-old Scot, sailed by kids almost half his age, was consistently battling in the top five or ten in the Championship division." (Sailing World, June 1982) Major called the Flying Scot "heavy but solid,... what the Flying Scot gives up in a little speed, it makes up for more than makes up in durability. ▲
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Pacific District

Trailerizing Tips
Mark T. Henderson (FS 4182)

Years ago I owned a Flying Junior. Out of the things that I enjoyed about that boat was that, since the shrouds were shorter than the mast, it was easy to carefully tension them against the mast with bungee cords. Then the mast went on the cradle and away you went. I watched with some amazement, as Ben Borden, the former owner of 4182, explained the process of27 ceilings the shrouds and forestay, attaching the wooden bracket to the mast, tightening the turnbuckles from the bracket to the trailer, and attaching the shrouds to the bracket. After going through this procedure once, I promised myself I would develop an easier method. The problem to solve in the Scot is how to provide support to the brackets at the end of the shrouds since the shrouds are longer than the mast. The solution was a wooden extension that goes into the end of the mast. This extension was put together in a few hours one afternoon, and has made set-ups and take-downs much easier. Start with a 3 in. length of 2x4. Using the end of the mast as a template trace two ovals as one end of the 2x4. Cut these out with a bandsaw or saber saw. From the remaining 2x4 cut out a piece that is 10 in. x 2 1/2 in. (blue and screw this piece to one of the oval sections). When this is dry, glue the remaining oval to the other one, so that the head of the screw is covered. Sand the sandwiched oval pieces so they will fit snugly into the end of the mast. Screw in 2 screw eyes at the end, using a larger size for the shrouds (see figure 1). Cover with 2 coats of varnish.

Cut two pieces of strong cord, 15 to 20 inches long. Tie a small loop on the ends of both cords. Insert loops from one cord through the large hook from both directions so you end

Figure 1

up with a loop on both sides of the large hook. There are loops 1 and 2 in figure 1. Insert a loop from the other cord into the other eye. Insert the wooden bracket into the end of the mast after you have placed the mast on its support cradle. Make a slip-loop at loops 1 and 2 and insert shroud brackets. Run a bungee cord from the spinnaker pole ring on the mast to loop A. The bungee cord tension will draw the brackets up snugly against the mast. Place the free end through a slip-loop in loop 3. Attach another bungee from the spinnaker pole ring to loop B. A few small bungees ensuring the shrouds and mast will eliminate banging and "chatter". I hope you find this bracket as helpful as I have. I have been using this successfully for the last seven years and have had no problems. Easy trailerizing makes for more enjoyable sailing.
Sailing the Computer Waves

by Mark T. Henderson (FS 4182)

I recently found a way to combine two of my hobbies. In August, I signed on to America OnLine™. The equipment required is a computer, a modem, and a phone line near your computer. The software is available for free. Ads appear regularly in computer magazines offering the phone numbers to call for the software. The software disks are often bundled with computer magazines sold in your local grocery store.

From the main menu, open the area labeled Software and through the selection to the one labeled Booting Selections. Open this selection. (A shortcut that takes you directly to the icon is to use the keyword Sailing.) Click to open the icon labeled Sailing Forum. Click to open the Message Center. Click to open One Design Classes A-M. Click to open List Topics. Click to open the folder labeled Flying Scots. Once you are on the screen you can scroll down, open and read any messages that have been left by other F.S. sailors. You can respond to them or simply read some West Coast sailing. See you online.

Ed–

I am getting a lot of requests for my e-mail address or notes from people wanting to communicate informals about the "blips" of the "blips" of the computer par- gone, and sometimes I get one of those blips things in the mail.

I have a confession to make—I know nothing about computers or software. The FSSA office has computers, my office has a computer and everyone but me knows how to use them. Past President of FSSA, Herbie Knight came to visit us for a few days and he tried to explain the byways and highways. It didn't work, I know there is an online, internal, World Wide Web and numerous other areas in a computer that give information about Flying Scots since people that have never seen a boat have written me to want information. Sometime I'd like to see what people are talking about—especially since my name seems to be there.

I am looking forward to the possibility of "chatting" with my fellow F.S. sailors from all of the different fleets and regions. Maybe I can convince some of you to come out here for some West Coast sailing. See you online.

Cardwell Wins F/S Series

By Richard Olmsted (FS 608)

The Flying Scot Pacific District Championship regatta, held on Tamales Bay, fifty miles north of San Francisco, was won by Robert Cardwell, staff oarsman of the University of California at Berkeley. He was first in the first and second place finishes in this two day, four race, eight contestant series.

The second place finisher was Dick Olmsted with a first, second and third. Winds were predominantly strong in Inverness during the summer months, and Sandy Carlitt, a perennial champion, capitalized on the last race, placing third for the series. Although there are three fleets in the Pacific District (Fleet 100 in Washington State and Fleet 170 in Southern California, as well as Fleet 40 in Inverness); the series has been sailed at the Inverness Yacht Club since the fleet's inception in 1970 and has been won by each year an IYC sailor in the last two years, there have been outside challengers from the other two fleets: Lance Glocena from San Diego in 1994 and Ken Nelson from Washington in 1995.

Both Lance Glocena and Ken Nelson are good sailors and keenly aware of what, and perhaps others, will be down next year to attempt to wrest this trophy away from the Inverness Yacht Club, where it has resided for nearly thirty years.

You Against The Race Course

by Bill Drabean

In the 20 or so years that I've raced sailboats my successes have come in a wide variety of boats and I attribute my versatility to some things I learned from World Champion, Bruce Goldsmith. Bruce was possibly the single most talented one design sailor in this country during his height and offered to me what I consider a sound approach to sailboat racing. The underlying goal is to beat the race course, not your competitors.

Some of the other sailors on the course have as much talent as you and they will be spending the entire race going as fast and being as smart as possible. This being true, rules out a number of moves so often seen on the course. For example, you will lose ground on the race course if you luff boats off wind, punch boats to weather of you; after the start, after a leeward, leaving the leeward or approaching the windward marks. Remember, while you are luffing above course or punching and going slow, others with equal talent to you are going straight and fast. The "Rock Stars" really don't make the boats go much faster than the good weekend sailor which is so often evident by the close proximity of boats at the first weather mark. How often do you bear at the beer kog after a race, "I was right next to Joe Stud going up the first boat. Well, Joe Stud got around the first mark, you got second, other disciplined sailors just ahead of the pack and his group sailed smart, staying off of others wind and pointing at the next mark. The pack just got away from you by each taking turns at trying to steal each other wind but having little success. By the time everyone realized the boat in front of them was just amazed as they were capable of defending their position; the only course left to the jibe mark was dead downwind.

The rock stars are not going to have any more speed than you are. Possibly more important than sailing fast upwind is sailing smart (going the right way). The following situation happens continuously but never should. For example, you are on Starts and fall back because you are on the leeward tack and going the correct direction; a port tack cannot quite cross you so you start fighting a battle of wits near the committee boat. If you yell "starboard" or allow him to cross ahead of you. If you yell "starboard" he will tack in a leeward position and effect your air, eventually you will have to look up. If you make a slight drift and allow him to cross, you will continue on the leeward tack and head the direction you wish to go. Remember, whether on port or starboard, you have made your decision because it's time to turn and go. Don't let other boats influence your choice. Too often going upwind I also come up against the world's greatest pincher. It is tempting to try to point out boards around you letting you know you possess the skill of ultra high groove sail. Again, the problem with this game of temporary pinching results in a not loss for the boats forced into the game. Somewhere else on the race course someone with equal talent to you is going at full speed in the direction they want, and making gains on the race course.

In conclusion, do your best to race another nature around the race course and use other boats on the course simply as goobers to check your speed and awareness of what the velocity and direction of wind is doing around you. Not only will racing against the course improve your results, but also reduce your trips to the protest room. Win the race more fun for everyone. I have had the pleasure of racing with many of this country's great racers and they seem to see a number of things in common in their style of racing, one of which is racing as a sport. Possibly more important than sailing fast upwind is sailing smart (going the right way). The following situation happens continuously but never should. For example, you are on Starts and fall back because you are on the leeward tack and going the correct direction; a port tack cannot quite cross you so you start fighting a battle of wits near the committee boat. If you yell "starboard" or allow him to cross ahead of you. If you yell "starboard" he will tack in a leeward position and effect your air, eventually you will have to look up. If you make a slight drift and allow him to cross, you will continue on the leeward tack and head the direction you wish to go. Remember, whether on port or starboard, you have made your decision because it's time to turn and go. Don't let other boats influence your choice. Too often going upwind I also come up against the world's greatest pincher. It is tempting to try to point out boards around you letting you know you possess the skill of ultra high groove sail. Again, the problem with this game of temporary pinching results in a not loss for the boats forced into the game. Somewhere else on the race course someone with equal talent to you is going at full speed in the direction they want, and making gains on the race course.

Bill's been named to the U.S. Sailing team four times, is a multiple national champion, former Collegiate All-American and in 1970-71 he started the Southwoods 2nd as the '94 H.A.C.S. Bill runs North Sails One Design Southwest.
Flying A Scot in Chatham, Massachusetts

by Peter Giller

For the last ten years, the Giller family has enjoyed their summer vacations in Chatham, MA, a wonderful place located at the elbow of Cape Cod. There is water on all points of the compass, with sailing opportunities ranging from calm fresh water sailing on Long Pond to spirited runs on Nantucket Sound. All of these places can be explored by sail boat. We are avid sailors and most of our vacation is spent in one type of water craft or another. But the Chatham area also offers something apart from jibs and spinnakers. (shop

This summer we decided, in addition to our Laser and two wind surfers, to take along our Flying Scot, all loaded on top of our boat built at our Smel 9000. We had a very hot day on our trip to Chatham and we had to drive the car watching the temperature gauge, rather than the speedometer.

We arrived on a Friday night. The next day, together with my friend Michael and his wife Argy, we joined the Flying Scots on the beach at Stone Horse YC for the Around-the-isles race. With winds gusting up to 30 knots and the current running against the wind, we had steep seas and exciting racing. We, not being used to these kinds of conditions, had a quarter-gallon bailer, which was totally useless. In addition to the heavy seas, we lost our drain plug without noticing it. In short, it did not take long for our boat to fill with water and we took down the main to fast back to shore on jib alone.

Nevertheless, we had a great day! On Sunday, we started our week of leisurely cruising around the waters of Chatham. Pleasant Bay, about 2 miles north of Chatham, is a delightful area for day sailing. The winds were steady from the southwest, the sea was very calm and the water is rather calm because the bay is totally sheltered from the ocean by a barrier island. You can cruise around the bay and enjoy the other boats or sail across to the barrier island and walk along Nauset Beach. There are miles of beach just for yourself.

If the fishing ain't biting, fresh scallop and lobster can be purchased at the Chatham fish pier.

We rented a house at Crescent Pond, which is a small inlet off Pleasant Bay. The house came with a mooring giving me an excellent opportunity for some early morning sailing. I very much enjoyed cruising through the sunrise and watching the sea birds start their daily round at 5:30 at Stone Horse YC for the Around-the-isles race. With winds gusting up to 30 knots and the current running against the wind, we had steep seas and exciting racing. We, not being used to these kinds of conditions, had a quarter-gallon bailer, which was totally useless. In addition to the heavy seas, we lost our drain plug without noticing it. In short, it did not take long for our boat to fill with water and we took down the main to fast back to shore on jib alone.

Nevertheless, we had a great day! On Sunday, we started our week of leisurely cruising around the waters of Chatham. Pleasant Bay, about 2 miles north of Chatham, is a delightful area for day sailing. The winds were steady from the southwest, the sea was very calm and the water is rather calm because the bay is totally sheltered from the ocean by a barrier island. You can cruise around the bay and enjoy the other boats or sail across to the barrier island and walk along Nauset Beach. There are miles of beach just for your

Our Specialty - Personal Service

Making fast sails since 1974

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Fax (305) 636-2620

The “No Sail” Glow Blow

This year's "Glow in the Dark Regatta" held the last weekend in September on Clinton Lake, Illinois, saw its 26th running due to the fact that there was no racing. 52 boats were registered.

Everyone seemed to have a great time during the 2 1/2 day "Regatta" that turned into a social gathering and food fest. Steve Hartman's food and Mike Hartman's liquid beverages were greatly appreciated. Everyone brought different kinds of food from their area or a beverage of choice that could be sampled. Sunday morning people started commenting that this 11th Glow was the best one that they had ever attended.

There was a vote taken to see how many people wanted to unpack, launch, and sail a race or two in the calming (20 knots) of breeze around noon on Sunday. 5 1/2 skippers out of the 52 voted yes if they had to. Lunch was served and the trophy presentation followed. Everyone was there placed 1st.

Even if you were unable to attend this year's "Glow" you receive a prize. Steve Hartman, Chef Extraordinaire of the Flying Glass Fleet has given you a copy of his excellent shrimp recipe.

BARBEQUE SHRIMP THE CENTRALIA HOUSE

For 6lb. of 24-count Gulf shrimp

- 1/4 cup dark rum or ginger ale or ginger ale with peach nectar, or a mix of orange juice and ginger ale
- 1/4 cup lemon or lime juice
- 1/2 cup butter
- 1/2 cup garlic, minced
- 2 cups green onion, minced
- 1 tsp. salt
- 1 tbsp. pepper
- 1/2 tsp. paprika
- 1/2 tsp. hot pepper sauce

Shrimp butter

- 1 cup butter
- 1/2 cup dry white wine
- 1/2 cup dry vermouth

Shrimp sauce

1. Place a bowl of shrimp in a pan over medium-high heat. Add the wine or vermouth. Stir occasionally until the butter melts. Add the garlic and sauté until lightly browned. Add the shrimp, garlic, wine, vermouth, and all the seasonings except the hot pepper sauce. Bring to a boil. Reduce heat to low and simmer, stirring occasionally, until the shrimp are cooked through. Stir in the hot pepper sauce. Serve over rice or pasta. Makes 8 servings. A

SCOTS' WATER MAR/APR 24

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2. In a large skillet, heat the butter over medium-high heat. Add the shrimp. Cook until the shrimp turn pink. Stir occasionally. Transfer the shrimp to a serving platter. Serve with the sauce. Makes 8 servings.
Flying Scot New Membership

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<tr>
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| Edwin M. Nock Ayrcook | Larnart Stromberg | Karl A. & Helen K. Hiber | Sally Erickson | Thomas Haabran | Elizabeth | G. Mychal
| 881 McCormick Rd | 2016 Cambridge Drive | 3559 Casey House | 1805 Monroe St NW | 388 S. Main Street | 41 West Street | 41 West Street |
| Mechanicsburg, PA 17055 | Richmond, VA 23230 | Newport News, VA 23603 | Washington, DC 20010 | Pleasant Gap, PA 17345 | Perryville, MD 21903 | Perryville, MD 21903 |
| Greater NY District | 3830 | 2444 | 2444 | 142 | 142 | 178 |
| 3830 | 2444 | 2444 | 142 | 142 | 178 |
| Scott Davies | Warren Silver | Bob Pap | Frank Dahm | Mark & Debra Moskoj | David Tischan | Orie Jardine
| PO Box 5344, Jamaica | 153 Grand Street | 429 Colwell Av | 225 Cheese Spruce Rd | 1885 New Hampshire Ave | 29 Sweater Lane | 20 Laurel Dr
| Kings Point, NY 11044 | New Milford, NJ 07646 | Woodridge, NJ 07675 | Tooms River, NJ 08755 | Holmdel, NJ 07733 | Little Silver, NJ 07739
| Gulf District | 5009 | 85 | 85 | 153 | 1490 | 20 |
| 5009 | 85 | 85 | 153 | 1490 | 20 |
| Richard Sharnan | John D. & Sharon Tisch | Raymond Kuntz | Rudy H. & Mary | Gordon E. Clay | Donald W. & Margaret
| 4257 Heartstone Dr. | 122 Almond Ridge | 380 Concourse Drive | Lake Charles, LA 70615 | 195 Rose St. | 540 Connaught Dr
| Sarasota, FL 34243 | Port Saint Lucie, FL 34953 | West Palm Beach, FL 33409 | Calgary, AB 1T3 | Plymouth, MA 02360 | Canton, MA 02021
| Michigan-Ontario District | 1400 | 1400 | 20 |
| 1400 | 20 |
| Glenn Minter | Peter F. Coyle | Gordon Rawle
| 1508 South Fiddlers | 2485-6 N 6th St | 6400 Connaught Dr
| Appleton, WI 54915 | Waukesha, WI 53123 | Canton, MA 02021
| Midwestern District | 2304 | 3315 | 3315 | 124 | 3179 |
| 2304 | 3315 | 3315 | 124 | 3179 |
| Glenn Minter | Mark Gabryelski | Paul E. Cox | Wesley H. Durant | David Corey
| 2485 N 6th St | 1508 S 6th St | 127 Holker St | 247 Highland St | 127 Holker St
| Waukesha, WI 53123 | Racine, WI 53405 | Berlin, WI 53503 | Menomonee Falls, WI 53051 |
| New England District | 240 | 3879 | 240 | 3879 |
| 240 | 3879 |
| Ralph Hiltfelder | Frank A. Edmonds | Wesley H. Durant | David Corey
| 1820 Highland Ave | 302 State Route 29 | 247 Highland St | 127 Holker St
| Rochester, NY 14618 | Newton, NY 10544 | Berlin, WI 53503 |
| New York Lakes District | 3601 | 5670 | 5670 |
| 3601 | 5670 |
| David R. & Robin Diety | Michael McCabe | Philip J. Smith | James W. Drash
| 110 Fox Ridge Farm | 432 Widriss Avenue | 508 Colvin Ln | 2190 Pineland Lane
| Pittsfield, MA 01201 | Athol, MA 01331 | Charlotte, NC 28214 | Cincinnati, OH 45242 |
| Pacific District | 480 | 500 | 500 |
| 480 | 500 |
| James R. White | Hal Hey | Paul Morin and Net Wells
| P.O. Box 1287 | 350 Caspian St | 2905 Ridgeland
| Kings Beach, CA 96013 | Edmonds, WA 98020 | Garfield, TX 79341
| Texas District | 23 | 4283 | 23 |
| 23 | 4283 |
| Phil Morin and Net Wells | 2905 Ridgeland
| Garfield, TX 79341 |

New Members this report: 26

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Parts... When your boat needs a part, Flying Scot Inc. has it and we ship it in 24 hours! We also carry supplies, tellers, and other accessories designed and built specifically for Flying Scots. All Scot owners are automatically on open account.

New Boats... We build new Scots to order and take used Scots in trade.

Repair & Refurbishing... We offer factory repair or refurbishing on your Flying Scot.

Aguamer Sailor II Compass and Mount...
Features large yellow course line and 45 degree teller w/angle dressing with an edge of steel index plate. Mount is nickle bonded to front heft portion of the bracket and in place by screws used for easy installation. Price complete. $99.00

Plastimo Contest Tactical Compass and Mounting...
Injected molded plastic, large course line and 45 degree teller w/angle dressing. Mount is nickle bonded to front heft portion of the bracket and in place by screws used for easy installation. Complete $99.00

Spinnaker Pole...
1.5" dia. pole with heavy duty chrome fill for ease of ship-out without pulling the continuous wire grip. $170.00

Motor Bracket...
Two-part bracket that bolts to the transom, surrounding the motor and clamps the motor to the bracket to keep water from the engine when it is not installed. Use one bolt to the transom is painted cast aluminum and the second bolt to a stainless steel or aluminum hardware bracket for the engine compress. Complete with brackets and washers $130.00

Halyard Stop-Set Tiller Extension...
Use for use with Flying Scot folding mast and all sail sets. Stainless steel and rod hardware universal joints are unlimited movement and unique fixed or slip-on stop roller with stainless hardware. Complete $119.00

Foregrip-Excuse Tiller Extension...
Use for use with Flying Scot folding mast and all sail sets. Stainless steel and rod hardware universal joints are unlimited movement and unique fixed or slip-on stop roller with stainless hardware. Complete $119.00

Ronstan Fixed X-10 Tiller Extension...
U.S. fixed length anodized aluminum tiller blade up to 10' wide. Hydronosis and stainless steel bracket universal joints are unlimited movement and unique fixed or slip-on stop roller with stainless hardware. Complete $129.00

Stainless Steel Mast Splay...
Increase mast flexibility on Flying Scot. Stowed, welded and polished stainless steel to reinforce the mast of the boat. Complete $125.00

Rudder Lift System...
Features custom stainless steel block for life line with wooden grade block, block and line down, center tie with wood or change or aluminum. Complete $105.00

Swim Ladder...
Telescoping for use with Flying Scot. Both Endless and Deluxe models. Deluxe ladder is designed to go into both the bow and transom of the boat. Complete $75.00

Mainsail Flotation...
For added insurance against capsizing or laying the mast in the water. California or Connecticut registration is required. Weight is approximately 2 pounds. Price complete $115.00

TVST Flying Scot Shirts & Caps...
Check T-Shirts with left breast pocket. Scoot, 60 cotton/40 poly instant knit. Sizes S-XL $24.00
A. White with Flying Scot logo embroidery $26.00
B. Red with Flying Scot logo embroidery $24.00
C. Teal Blue with Flying Scot logo embroidery $28.00
D. Navy Blue with Flying Scot logo embroidery $28.00

Racing Tees...
Mach One Racing Team logo. Short sleeve $15.00

Navigation Light...
$30.00

Flying Scot Inc.
175 Cemetery Street, Deer Park, NY 11725
Phone 315-334-4848 Fax 315-334-8324
Email csc@cyberspace.net

Monday-Friday, 8am-5pm and Saturday, 9am-1pm

Flying Scot waterfowl flag logo registered trademark of Flying Scot Inc.
**Starting Line**

**RIVER CITY REGATA**
Saturday-Sunday 13-14 April 1996
Rudder Club, Jacksonville FL
Contact for Information: Rudder Club 904-394-9094
or Jonathan Hamilton
(904-292-2999 office/messages)
(904-335-1243 weekdays)
(904-396-6052 weekends)
This is the Rudder Club’s first two-day regatta of the year, with one-design racing (Flying Scots, Female 19s, Sunfish, Portmouth monocoque, and Portmouth multirole) are the classes anticipated on Saturday and Sunday and a cruiser race on Sunday. There is a supper at the Club Saturday evening.

**MUG RACE**
Saturday 6 May 1996
Palatka, FL to Rudder Club, Jacksonville FL
Contact for Information: Rudder Club 904-394-9094
or Jonathan Hamilton
(904-372-2999 office/messages)
(904-335-1243 weekdays)
(904-396-6052 weekends)
The world’s longest river race starts in Palatka at 9:00 am in the morning. The course extends almost 400 nautical miles downstream in the Rudder Club. Approximately 100 boats participate each year. Flying Scots compete as a class or five or more or else vis-a-vis in Portmouth mono.
Bus transportation between Palatka and the Rudder Club is available Friday and Saturday evening. Friday dinner in Palatka, driver and entertainment. Saturday night at the Rudder Club, and trophy presentation Sunday morning make for a fun weekend. Call the Rudder Club for a complete brochure.

**GREAT-AT-REHAB**
May 4, 5, 1996
Lake Norman Yacht Club
Monroe, NC
Pleb 68 welcomes all Scots sailors to this annual event for great spring weather racing, Excellent camping and food. Contact Chuck Gin (704) 580-2468

**FULL MOON REGATA**
Saturday May 18, 1996
Monmouth Boat Club
Red Bank, NJ
What’s the 802?: start the new sailing season, scrap the snow and leave off your ski, don the cobwebs from your sailing know how and come to the always beautiful and sometimes fickle Narragansett Bay for the 55th annual Full Moon Regatta. Five short races are scheduled for plenty of starting and passing practice. Three hours, plenty of dock space and a paved woodland make setup and launching quick and easy. Skippers meeting is scheduled for 8:30 AM. Please contact Bill Doug for further information. Phone (500) 530-4511, Fax (500) 759-6452.

**1996 NEW ENGLAND DISTRICT CHAMPIONSHIPS**

**NEW YORK LAKE DISTRICT CHAMPIONSHIPS**
July 27-28
Several boats will be with us. The 1996 Districts at Harwich Port, MA July 27-28, 1996. Contact Chuck Wiater during the winter at (407) 254-2190 or at (508) 542-4990 after May 19.

**1996 FLYING SCOT MIDWINTERS CHAMPIONSHIPS**
August 3-4
Ephraim Yacht Club to host 1996 Flying Scot Midwinter Championships with in 90th Anniversary Regatta. All Flying Scots sailors are invited to the 1996 Flying Scot Midwinter District Championships hosted by Flying Scot Fleet 44 and the Ephraim Yacht Club, August 3-4, 1996. We expect a fleet of over 25 boats to attend this event, which is also the 90th Anniversary of the Ephraim Yacht Club. This Regatta is always an excellent family style weekend, and the annual Ephraim Boatsman is written in Yacht style~hospitality at its best. The Boatsman will be held on the waters of Sagit Bay, which is bordered by beautiful Peninsula State Park and the picturesque village of Ephraim. For more information contact midwinter district governor Jay Luck at (312) 497-3651 or e-mail him: jayluck@global.com

**CRYSTAL SAILING CLUB**
Crystal, MI
Aug 10 & 11, 1996
Last year’s event was a great success with 18 Scots, great sailing and fantastic food. We have a beautiful club house, lounge, and campsite. Hotels are nearby.
Contact: Kent Devins (517) 629-3635
Street East (517) 790-3609

**1996 CLEAR LAKE CHALLENGE CUP**
Team Racing at its best.
Clear Lake Yacht Club, Clear Lake, IA
August 9-11, 1996
This regatta will be held at Clear Lake, Fremont, IA. The regatta is only Flying Scots Regatta in the Midwest that is set up for Fleet Team Racing. Get your team together and plan to join us for a great time at Clear Lake!!
Larry Schwartz 219-495-2480 Bob Lewis 219-837-5502

**THE FLYING SCOT CANADIAN CHAMPIONSHIP**
August 17-19
Fleet 148: The Flying Scot Canadian Championship will be held at Stony Lake, Ontario, August 17, 18, and 19, 1996. Plans for arrival of visitors on Friday night with social events on Saturday and Sunday and a social event on Monday. The regatta registration fee will be inclusive of full boat accommodation and all meals (including Friday night dinner) as well as beer and wine. Indications are that the value of the Canadian dollar will continue at a rate of approximately US $1.00 = C$1.32 to C$1.34, and this means that it will be possible for US Scots sailors to enjoy our Canadian regatta at a very economical cost. Please contact us for a complete FCSC96 Registration Information Package. Early registration would be of great help to us with the rather formidable logistics of organizing this regatta. We look forward to seeing you at Stony Lake next August. Robin Collins, FCSC96, 40 Cenubuck Crescent, North York, ON, M3J 3A4, Canada. fax: 416-444-3658, Fax: 416-444-4841
E-mail: rcreditt@rogers.com

**46TH HARVEST MOON REGATA**
Aswood Yacht Club
Bottineau, ND
September 7 & 8, 1996
Flying Scot, Thistle, Highlander, Lightning & Laser Games, Sunfish class for Juniors only. Camping and lodging available. Contact Debby Strohbach (507) 405-2190 (days); (507) 395-7301 (even). The entry code will be at the on land registration of $30.00, or a total of $35.00. Cash or check only. No plans are available for the regatta. E-mail: dstrohbach@charter.net

**COUGAR COUNTRY CHAMPIONSHIP**
Cajon Country Championship to be sailed in Lake Arthur, Louisiana, on November 22 and 24, 1996. Contact Al Case at 504 424-6931. 111 Ronald Boulevard, Lafayette, LA 70503. Phone (518) 354-6678.

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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.

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- Other Colors

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**Flat Side** $376.00 **31911**
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FS 2687 — Custom SSX. White hull, blue stripe, Schurr jib and main with window, mooring cover, lifting bridge, Fomco trailer with spare, dry sailed. All in very good condition. $2,280. Ted Hohner, Monomoy (Wessex Central), Wisconsin. (715) 215-0125.


FS 2865 — Custom建造 boat with Pennco tiller. Medium blue hull with white deck. Two spars, scissors jib, nose wheel. Always dry sailed, aired in salt water. Harren blocks, Statoon compass, interior spinnaker sheets, etc. $5,000. Bob MacKennon, Muncie, IN (317) 204-0971.


FS 4677 or FS 4674 — Two Scotts motors must go. Some boats are fully race equipped in excellent condition. Each boat has two sets of sails, original, still serviceable Schurr's, and new North polyacids. 4430 is equipped with seat cleating, stopped centerboard, single ended spinnaker halyard and flush mounted centerboard. 4674 has cross cleating, double ended spinnaker halyard, and Serf racing canopy. Both boats are equipped with paddles, anchors, pumps, mooring lines, hinged mast halves. Trailer Galvanized trailers and full water covers. The price for 4430 is $5,000, and for 4674—$6,500. Phil Links, Boport, NY 13270-1529.


FS 4778 — Silver hull and deck with black stripe. Fisher sails. spinnaker and rigging, cuningham, telescoping tiller, 360 centerboard cleat, cover w/skirt. Hercules galvanized trailer, spare tire. New condition. $7,000. Bob & Dol Lang (804) 779-2575 Richmond, VA


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

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

For more information call Steve Bellowes, your Flying Scot sailmaker.
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**SHIP TO: (Please Print)**

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**ADDRESS**

**CITY**

**STATE**

**ZIP**

**Telephone Number (Daytime)**

**Method of Payment**

| □ Mastercard | □ Visa | □ Check (Payable to FSSA) | Expiration Date |

**Signature**

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HC 72, Box 581
Lake of the Woods
Locust Grove, VA 22508
(540) 572-7134

**CAROLINAS DISTRICT**

Starrl W. Gunn
1167 Hampton Road
Eden, NC 27288
(916) 539-2508

**FLORIDA DISTRICT**

Thomas C. Hudson
996 Hicas Ave. NE
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**GREATER NY DISTRICT**

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**GULF DISTRICT**

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**MICHIGAN-ONTARIO DISTRICT**

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**MIDWESTERN DISTRICT**

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**NEW ENGLAND DISTRICT**

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**NY LAKES DISTRICT**

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**OHIO DISTRICT**

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**PACIFIC DISTRICT**

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**PRAIRIE DISTRICT**

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**TEXAS DISTRICT**

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(214) 276-1954

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**Address Correction Requested**

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