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**Scots n’ Water**

Registered Trademark, Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 3 Subscription is $8 a 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 FSSA, 3008 Millwood Avenue, Columbia, SC 29205

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

**EDITOR:** Lynne “Sunshine” Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 [O], Fax (217) 355-2587

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**Ronstan X-10 Tiller Extension...**
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Remembering John Pridmore
by Dave Jacobsen, FS 4937 President

I became acquainted with John Pridmore and Trever Davey, his sailing partner, in 1987 at a Connecticut regatta. As the sailing season progressed, I would see John and Trever at regattas and would call John, Trever, and visa-versa. John was quite patient with me, correcting my error of identity and mentioning that it was alright. After a year of this, he became just a little bit annoyed and said, “Dammit David, I am John and he, is Trever.” This was the beginning of my friendship with John.

John was very active in the Flying Scot Sailing Association and gave much time to his love of the boat and sailing. He was in this country due to the fact his firm had commissioned him to “The States”. The stories that John shared with his sailing contemporaries were of sailing English boats on smaller lakes and the difference in the regulations and approach to sailing. However, it was always clear that sailing in England or Europe was different, not necessarily better. He was so enthusiastic about any sailing, that no matter where it was, what the weather was, what language people spoke, or what kind of boats; it was all, very well a great time.

In 1988 John’s career took him back to England. It was a major disappointment to me and a great loss to the class. One evening, I received a call from John before he and Margaret left for England. He asked me to complete his term as the Greater N.Y. District Governor. Personally, I felt that John would be a tough act to follow. I also felt that the responsibility and duties of being governor were beyond the scope of my abilities. In our discussion, John, who always had a way of instilling confidence in those who needed it, was successful with me. I took over as Governor, John and Margaret sold their Scot and went back to England. Sailing in the Greater New York District was not the same, John was surely missed.

Fortunately for the Greater New York District and the Flying Scot Class, not to mention me, John and Margaret were to be assigned back to the states by his company. They bought another Flying Scot and settled back into the groove of sailing with the Yanks. On occasion, I would crew for John. It didn’t matter if he was winning or doing badly, his attitude was always the same; positive. When the sailing became intensive, he would defuse the tension by singing W.W. I songs like “The White Cliffs of Dover”, “When the Lights Go On Again” and “It Won’t be Over Till It’s Over, Over There”. It was wonderful, being in a Scot, racing, and singing at the top of our voices.

Continued on page 6
REMEMBERING JOHN
Continued from page 5

We were comrades, linked together. These were great times and will always be with me.

John was a serious sailor and a great sport, but the most important issue to him was to keep the fun in the sport.

John gave much of his time and his Scot to the 1995 Special Olympic World Games. It was the first time that the SOWG's had had a sailing venue, so much planning had to be done and many volunteers were needed. Many people, including John gave an all out effort and the event was a tremendous success.

In remembrance of John, Margaret, his wife and Clair, his daughter requested rather than send flowers, if anyone wished, they could send donations to the Special Olympics International Sailing Association (SOISA). To date, almost $14,000 has been collected. John received and gave tremendous respect to sailing and the Special Olympics.

Those of us who knew John, will never forget him. He is probably sailing with the likes of Sandy Douglass, Jack Orr, and Bill Singletary... fair winds and gentle breezes, John. Thank you for being you, and letting us get to know you. You shall be greatly missed.

---

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Letters to the Editor

DEAR FRIENDS:

May I, through Scots n' Water, thank all of the many fellow Scot sailors who have given such great support to Claire, Tom and I following John's death. We have received so many messages that it would be very difficult to acknowledge each one individually. Your condolences and kind thoughts have given us much comfort during this difficult time.

Our thanks also go to all the individuals, fleets and organizations who have made donations to the Special Olympics fund established in John's memory. Your response has been overwhelming; many would-be sailors will be helped by your generosity.

Although many of you may have heard me declare that the only boat I will sail has to be the size of the QE2, I hope that I will not lose touch with the many good friends we have made through sailing. You will not see me on the starting line but hopefully you will see me on the shore.

My thanks to you all,
Margaret Pridmore
FS 4619

Somehow "DESIGNER (deceased), Gordon K. Douglass" fails to express the vitality of our boat and class. I hope my recommendation is in good form and is appreciated by others.

Another facet of the last Scots n' Water that I really appreciated was the photography by Tony M. Powers. Were the "Floatographs" taken from a hot air balloon? That perspective is most interesting.

Thank you for your many efforts and dedication to our class association.

Sincerely,
Al Rees
Fleet 153

ED-

Thank you for your wonderful compliments and your letter. I will bring your thoughts up at the Midwinter meeting regarding mentioning the proposed change. The photographs or "Floatographs" by Tony M. Powers in the Jan/Feb issue were taken by a remote camera that is "floating" within a balloon. If Mr. Powers has the same equipment that I saw at the 5th Annual Glow in the Dark regatta. It is fascinating to see things from a different angle and I really appreciate the efforts of Starling Gunn to gain permission for these photos to be printed in Scots n' Water.

DEAR SUNSHINE:

The picture on the cover of the Mar/Apr. edition was very good.

One question however. I thought the by-laws prohibited hiking in the manor demonstrated by the forward crew member on FS2804. Is "Droop Hiking" permitted. I thought that was a thistle thing!

Please advise.

Regards
Peter Sayla, FS4000

ED-

Any comments folks - How do you hike - What are the rules? I've seen lots of people hiking like that at the WACS and other major regattas. I can't or won't, I'm afraid I'll 1) fall out of the boat, 2) can't get back in!

From the Editor

This issue highlights the Florida District and once again, I really want to thank Cal Hudson. He has always been very helpful and supportive of Scots N' Water and has put in hundreds (maybe thousands) of hours to help the class and build Fleets in his District. He and his lovely wife Anita were some of the first people I met when I started sailing Flying Scots many years ago. From his article, it sounds as if we will be having the pleasure of a second generation of his family in Scots, in years to come. A big thank you Cal, Anita, Charlie Fowler, John Hamilton and all of the Florida District.

I have been very pleased with the articles that I have been receiving from women. I hope to hear from everyone. The women are becoming nicely vocal. I'm sure that it helped with the (almost) all women's team sailing the America's Cup. That publicity helped sailing and women within the sport. This month I received for the first time an issue of "Take The Helm" which is a publication of the National Women's Sailing Association that has news for and about women who sail. I found it very good reading and they have a program to help enhance the lives of teen girls through sailing, and several other worthwhile projects. Anyone interested, their phone # is 1-800-566-8972.

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Three boats were virtually tied for second place going into the tenth and final race of the 1995 Mallory Cup Regatta. The leader of the regatta was a few points ahead of the pack, and we were a few points behind. To improve our standing we knew we had to dig in and do as well as possible, for there had been very close competition and refined tactics throughout the four days of racing.

We rounded the weather mark of a windward-leeward course (the second of three times around) in fourth position with a group of three boats that we were trying to catch (point wise) right behind us. They, no doubt, were fairly preoccupied with each other, which only intensified the racing dynamics.

As we approached the leeward mark, we opted for the inside lane to hopefully, claim buoy room when we got there. For a spinnaker take down,
one normally talks over the idea of
to do it with the skipper. This
didn't seem to be the time to have a
little chat with my skipper Gary, for
were in a dead heat with a boat to
starboard, trying to make sure we
maintain an overlap and get
room at the mark.

I saw the mark getting close, I
looked across at my counterpart on
the other boat, hoping to get a wink, a
nod, or some sign of a preliminary
action that was initiating a takedown
for them. He wasn't looking at the
mark, and he wasn't looking at me, he
was just sailing, which I was doing as
well.

After ten races in the Mallory Cup,
ot to mention the many races of the
qualifiers, teamwork becomes fright-
eningly automatic. Everyone knows
what everyone else is doing. Without
a word, (O.K. maybe it was indeci-
pherable screaming), I ran for the
chute while Gary and Lynn executed
the jibe. The jubilation of hearing
Gary bellow out to the other boat,
"buoy room" will last with me for
some time. We rounded the mark
cleanly, and hardened up for the next
leg.

The guys next to us lost their spin-
naker into the water as they went
wide at the mark. The intensity of par-
ity makes the fine lines a little finer.

My sister Jennifer R. Smith was
there to take pictures along with
another great photographer David
Ryan and put together this little col-
lage of "Mark Rounding in Stiff
Competition". Pictured in the photos,
in order of rounding are: Gary Powell
with Lynn Phipps and Taylor Smith,
Jim Ghiek with Fletch and Steve
Avery, Bryce Dryden with Jennifer
Beam and Jeff Eiber, Bill Barton with
Jim Cunningham and Steve Fentress,
and Ben Faget with Kelly Seymore
and Rory Hebbler. These photos truly
show the benefit of taking the inside
lane, for not only did we make out, but
notice in the second tier, Bryce
Dryden in the striped chute comes out
on top as well. ▲

RIVERSIDE YCS
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9/20-24-FLYING SCOTS
Mallory Cup
1. Bill Healy, Tim Healy, Adam
Walsh, Niantic, CT (34.25)
2. Ben Faget, Rory Hebbler, Kelly
Seymore, New Orleans, LA
(41.67)
3. Bryce Dryden, Jennifer Beam,
Jeff Eiber, Cleveland, OH
(41.75)
4. Gary Powell, Lynn Phipps,
Taylor Smith, Duxbury, MA 5
Jim Ghiek, Fletch Avery, Steve
Avery, Pewaukee, WI (44.75)

MYAKKLA YC
MIAMISBURG, OH
9/20-24-YEARLING 420
Yearling Cup
1. Bill Goodspeed, Alan Good-
speed, Miami, OH (41.25)
2. Mark McMillan, Tim McMil-
lan, Columbus, OH (41.75)
3. Paul Eberhardt, Dan Eber-
hardt, Columbus, OH (42.00)
4. Peter Tarr, John Tarr, Columbus,
OH (42.75)

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SCOTS n' WATER
CGSC Annual Regatta
By Charlie Fowler, Fleet Captain; Fleet 90 (Miami, FL)

On October 14 and 15, 1995, the Coconut Grove Sailing Center in Miami, Florida, hosted the second event of the 1995-1996 Florida Series as part of the CGSC Annual Regatta. This is a multi-class regatta, with both One-Design and PHRF courses. The regatta was attended by seven Flying Scots altogether, but only six were scored as Dan Whittelsey somehow didn't get registered and didn't return for Sunday's racing. Racing was on Biscayne Bay, which usually offers a sea breeze, chop, tidal current and dolphins.

Saturday's start of 11:30 was pushed back to 12:45 due to light, shifting winds. The Race Committee did the proper thing by delaying the start because the wind was shifting 90 degrees. The weather forecast was for light air from the west until afternoon, when the wind would shift to the north-east at 15-20, which eventually happened. The sail to the start line was pretty, as the bottom was clearly visible in the calm water.

In the first race, Dick Slosar and Charlie Fowler were called back for being over the line. Dick managed to pick up a couple of good wind shifts and finished neck and neck with Jim Knorr, who lead around the course.

The second race started in 10 to 12, with Dick and Jim starting at the pin on port. Crew weight made a difference in this race. Jim and his daughter being the lightest had a harder time holding the boat down. As the breeze built up, Charlie and Nancy got faster, and almost nipped Dick at the finish line.

Sunday, John Hamilton and Donna Mohr and Charlie and Nancy were the only ones to appear at the start line.

We sailed the race in 18-21 with gusts to 25. When it blows this hard in Biscayne Bay, there is a pretty good chop. There is no way to just relax in these conditions. After the first race there was a unanimous decision to go in so that our guests from Jax could get packed up and head home early.

The Regatta was sponsored by Crook and Crook, who donated a $5.00 gift certificate to everyone who registered, and by Hurricane Reef Beer, who donated two kegs of beer for Saturday night. There was a great jambalaya dinner at $5.00 a plate [lots of food!], and complimentary bagels, OJ and coffee each morning. The trophies were nice crystal mugs and there was another keg on Sunday after the races, all with no entry fee. We missed you, and you missed it!

The CGSC Annual Regatta is held the second or third weekend of October each year (hurricane or not). The weather is in the 80's, usually a good breeze, and a beautiful place to sail. Contact Charlie Fowler for the exact date, and for information on accommodations if you are interested in sailing in this event this year.

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<td>2068</td>
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<td>Jon Hamilton</td>
<td>4202</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

Top 3 finishers from Florida Series Event #1 in Jacksonville: (from left to right)
Gus Chenells with twin daughters, Bill Naylor, Charlie and Nancy Fowler
Rudder Club, Fleet 131

Jon Hamilton and Donna Mohr
Jacksonville, Florida

Last year, FSSA reinstated the Flying Scot Fleet 131 at the Rudder Club. For many years, the fleet had annually hosted the Sandy Douglass Regatta for Thistles, Highlanders, and Scots. In 1992, there were several Scots owned by Rudder Club members, but the boats were rarely raced. Gradually, activity has increased and we hosted Florida District regattas in October 1994 and September 1995. With three annual club regattas (River City in March or April, Labor Day, and Gator Bowl in December), there are several opportunities for Scot sailors to race in North Florida. Jon Hamilton (352-392-2999 for messages) is the local fleet captain and can furnish information about upcoming regattas.

The Rudder Club purchased a used Scot for its adult sailing program last summer. Until then, the Club used Holder 14s for these classes. We have served as instructors twice using the club Scot and members’ boats. Students remark on how comfortable the Scots are and fewer of them get discouraged from the difficulty of ducking under the low boom of the Holders. We are on the lookout for more used boats for the sailing school—they don’t have to be race-ready or anywhere near that shape.

Does anybody have any experience in using Scots in children’s programs? How old or big does the crew need to be to handle Scots easily in moderate conditions?

The Wife Husband will be hosted by the Rudder Club in Jacksonville in 1997.

---

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Labor Day Regatta
Rudder Club, Jacksonville, FL
September 2-3, 1995
By Jon Hamilton, Fleet Captain; Fleet 131 (Jacksonville, FL)
(with editorial comments by Anita Hudson)

This was the first event of the 1995-96 Florida District series of four two-day regattas. Florida summer sailing often means waiting for the sea breeze and hoping thunderstorms don’t arrive first. But an early front had come through, leaving behind great winds and sunny, pleasant weather. Both days saw winds of 12-15 knots out of the north. Twelve boats started the races. The 1st, 4th, and 5th races were modified Olympic courses, the 2nd was a triangle/windward-leeward/triangle/windward-leeward (yes, it was a bit confusing), and the 3rd race was a double windward-leeward.

Cal and Anita Hudson sailed only one race, and that was with their youngest crew, Corinne, who was 13 months old at the time. Gore did well until the life jacket got too hot, then she started complaining, and didn’t stop until she had her feet firmly planted on dry land, and that @#Q#% jacket off!

Saturday evening the Rudder Club hosted a cookout of London Broil and chicken, preceded by an appetizer array which included at least 2 different varieties of olives, chips, salsa, cheese and crackers. Jon Hamilton nonchalantly flipped steaks and chicken pieces with one hand, while holding a drink in the other hand.

Sunday morning Charlie Fowler held a clinic on Scot racing.

RESULTS:

<table>
<thead>
<tr>
<th>Skipper</th>
<th>Boat</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlie Fowler</td>
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</tr>
<tr>
<td>Bill Naylor</td>
<td>4334</td>
</tr>
<tr>
<td>Gus Chennells</td>
<td>3059</td>
</tr>
<tr>
<td>Todd Stickley</td>
<td>3008</td>
</tr>
<tr>
<td>Chuck Smith</td>
<td>2636</td>
</tr>
</tbody>
</table>

Sunday morning in Jax: Charlie Fowler holds a clinic.

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The Rudder Club's Flying Scot fleet was the largest class at this one-day one-design regatta. Prindle 19s, Thistles, and open monohulls were the other classes. It was cold weather for Northeast Florida in early December, but the wind brought no wind, just gloomy skies. We had to wait for wind after the scheduled start as a weak south-east wind backed to the north-northeast. After an hour, the wind was blowing at 4-6 knots and gradually increased over the rest of the day. Mohr and Byles traded 1st and 2nd places in the first two races on a modified Olympic course. The 3rd race was a windward-leeward course. Mohr gained on the fleet on the downwind leg after a slow upwind leg, enabling her to round the leeward mark just ahead of Byles. Then it was a tacking duel to the finish line with Mohr winning by a four-second margin.

### RESULTS:

<table>
<thead>
<tr>
<th>Skipper</th>
<th>Boat</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>Total Place</th>
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<td>Joe Byles</td>
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<td>Barry Relps</td>
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<td>Warren Keene</td>
<td>2647</td>
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<td>DNS</td>
<td></td>
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</tr>
</tbody>
</table>

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SCOTS n' WATER
The 3rd stop on the 1995-96 Florida District Series was the Seminole County Sailfest (alias Citrusfest, Red Lobster, etc.) Ten Scots competed, five from the Florida District and five visitors from farther north. Overall attendance at the regatta was down significantly from earlier years, but there were still close to 500 boats.

Saturday was a beautiful Florida December day with temperatures in the 70s and wind! Lake Monroe has often been plagued by light winds for this regatta, but Saturday morning brought 10 knots out of the northeast. The lake is split up into seven different courses for the races. Scots shared a course with the displacement boats, the sport boats, Lightnings, Highlanders, and Buccaneers. Three modified Olympic races went off smoothly, with Frank Gibson taking the first race and Geoff Spencer (a former Florida sailor who now sails from LNYC) the next two.

Sunday morning, the wind had disappeared. There was just enough wind to get out to the starting line. Several of the courses never even started races. The first race was abandoned after a shift that turned the second leg into a heat. After the restart, the wind held to get everyone around the windward mark, but then it was slow drift with baggy spinnakers (see the photo in February Sail). The committee shortened the race with a finish back at the windward mark. Charlie Fowler was first around the leeward mark and stayed in the lead to the finish. Frank Gibson rounded the leeward mark well back in the fleet, but sailed high above the course on the last leg. Out of the traffic and finding better wind, he worked his way up to second place at the finish. That performance was good for the first-place trophy since the race committee abandoned the last race in the dying breeze. Thanks to the Catalina and San Juan fleets for the lows back.

### RESULTS:

<table>
<thead>
<tr>
<th>Skipper</th>
<th>Boat</th>
<th>1</th>
<th>2</th>
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<th>4</th>
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<td>75</td>
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<td>Cooper</td>
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<tr>
<td>*Naylor</td>
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<td>*Felphs</td>
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<td>10</td>
<td>10</td>
<td>DNS</td>
<td>42</td>
</tr>
</tbody>
</table>

* Florida District Members

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Fleet #7
Founders’ Cup Regatta
7-8 October 1995
By Edward Davis – FS 2828

Fleet #7 was again pleased to host our 4th annual “Founders’ Cup Regatta” on the waters of Captain’s Harbor in Long Island Sound off Riverside & Old Greenwich, Connecticut.

Saturday saw grey skies and 10 knot winds out of the northeast. The race committee set different courses for the three races sailed. After the day’s races, Fleet #7 hosted a bar-b-que on the beach of the Riverside Yacht Club. (RYC hosted the 1995 Mallory Cup – U.S. Men’s Sailing Championship, contested in Flying Scots.)

Sunday morning greeted the sailors with blue skies and light winds which filled to a shifty northwesterly at 15 knots, which challenged the race committee to manage two windward/leeward courses.

The competitors relaxed after racing with a well deserved lunch and award ceremony, also on the RYC beach. A great time was had by all and we look forward to next October’s Regatta with even more visiting boats.

RESULTS:

<table>
<thead>
<tr>
<th>Skipper</th>
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<tr>
<td>Jim Cavanaugh</td>
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<td>Forest Rogers</td>
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<td>Dave Jacobsen</td>
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Cajun Country Championship

Lake Arthur Yacht Club and Fleet 153 hosted the FSSA Cajun Country Championship on 18 and 19 November. Nine Scots from Louisiana competed in the regatta, which had five races.

Jim O’Neal of LAYC, who chaired the race committee, managed the races with remarkable excellence which greatly gratified the competitors. The protest committee had no tasks.

The results were impressive in that four of the five races were won by different entries. The trophy winners were as follows.

RESULTS:

<table>
<thead>
<tr>
<th>Skipper</th>
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<tr>
<td>Rudy Frue</td>
<td>Mike Linck</td>
</tr>
<tr>
<td>Al Rees</td>
<td>Mike Miller</td>
</tr>
<tr>
<td>Brian Dixon</td>
<td>Sam Tranan</td>
</tr>
<tr>
<td>M. Sullivan</td>
<td>G. Laurich</td>
</tr>
</tbody>
</table>

Lake Arthur will be the site for the 1996 Cajun Country Championship, scheduled for the weekend before Thanksgiving.
Learning to Sail
by Mike Palm (FS 1242, Fleet 1)

Around 1944, my parents sent me to Camp Minsi, a Boy Scout Camp on Lake Wallenpawneck in the Pocono Mountains of Eastern Pennsylvania. One of the activities was sailing. It was not much in demand by the campers. The director showed a few of us how to sail. He took us out on two sailboat types for a 15 minute demonstration and then turned us loose. There were no chalk talks or rigging explanations.

One of the boats was a Catboat. The mast was set forward for the single large sail. The other was a Moth. The Moth is a small version of the M Scow and just as lively. Its mast was in a position that looked more normal to my inexperienced eyes. If my first exposure had been only the Catboat, I doubt if I would have been hooked for life, at least not as soon or as bad.

I still get excited when I think about that boat: The way it sprang to life in the slightest breeze; The lap-lap-lap of the water under the flat hull as the boat was gliding out of the sheltered harbor; The way it accelerated in the un-sheltered waters; the way it responded to a light touch. Maybe it is the responsiveness that lingers best of all. Perhaps it is the same in human relationships of the loving kind. I know I loved that boat. I sailed every chance I got. I learned a lot about diplomacy in order to get permission to go.

After that, there were regular events that involved sailboats. It never occurred to me that there was a need for further training of a formal kind. Since most of the events occurred in fresh water, tides, currents and charts never came into play. At least not until the combined time on the water gave me the boat handling experience necessary to tackle almost any boat on fresh and salt water, none of which involved celestial navigation.

Looking back on it, there were times and conditions that should have warranted more caution, but let me make it perfectly clear, I never put myself nor my passengers at uninformed risk. I do not sail during “Small Craft Warnings”. I follow the guidelines of Coastguard and local common sense rules of safety. On the subject of risk, there is no way to make sailing perfectly risk free. Having said that, I am not cavalier about boating or safety. I have heard God looks after fools. I have also heard He is a General Manager and does not have time to pay attention to details.

If I do something dumb, He may be involved in more important things and not notice the need to protect me from my own stupidity. On the other hand, I know of many good folks that did everything right and still were injured or killed while sailing. Notwithstanding, air travel and the three C Highway, on the way to the lake, is much more dangerous.

My attitude about people learning sailing is that apprentice seaman must put in the time to gain experience boat handling. There is no other way. It is necessary to try everything within the limits of the boat, you and the combination. It makes no difference the size, age or gender of the person with the will to learn. Alexander, the heroine of *Alexanders Discovery*, is a 98 lb. bundle of femininity, determination and courage. One of the best Thistle Sailors on Lake Cowar, is a woman of good taste and gentle manners who has already had her biblical share of years. I'm 65 and just getting around to competitive racing.

I have survived a number of events on the water that could have gotten out of hand. My survival is silent testimony to the soundness of my approach and advice to others. You see, I was so enthralled with sailing during my first love affair with the Moth, that it never occurred to me single-handing was anything remarkable. That is the way I was allowed to learn. Yes, they turned us loose alone on a boat, but we wore life jackets, and the staff was close at hand. The Boy Scouts of America followed good safety rules. (Parents did not like to lose children at summer camp, back then, they would shoot rather than sue.)

Single-handing is the basis of all sailing. It is not remarkable, it is not risky. Sending an inexperienced sailor out with one or more passengers is a heck of a lot more risky for all the passengers, let alone the skipper. It is even more risky to send out an experienced sailor lacking common sense. Think about it. If the skipper is inexperienced or without sense, what is

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LEARNING TO SAIL
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he going to do if he capsizes; one pas-
senger disappears between boat and
the sail; one falls on top of the sail; and
the skipper is standing on the
centerboard like he is supposed to do.
You should not take anyone out but
yourself until you have a sound base
of boat handling skills. Would you
fly with a person on the first flight after
six hours of dual training and one
solo?

Many years ago, I sailed with an old
salt who’s home port was Ocean City,
Maryland. He sailed a gaff rigged
three masted Bristol schooner. He
had the boat rigged so he could con-
trol all the running rigging from the
cockpit aft of the third mast. I was
impressed at the manner and neat-
ness of the lines within his reach, not
the fact that he single-handed. Well,
almost single-handed. He had a small
black and white sheep-dog that sailed
with him. Most of the time it slept
on the skipper’s bunk. The dog never
came up on deck when strangers
were aboard with one exception. You
see, the dog could not stand the sound
of sails luffing. Any time they did he
came up on the deck and barked at his
master. It was the skipper’s auto-
sailor, his protection from falling
asleep at the wheel. The way he could
take passengers was that he could
handle anything the boat would
encounter, without the help of land-
lubbers. That is a responsible skipper.

The issue is not single-handing. The
issue is that any sailor owes it to him-
self and his loved ones to become
competent for ideal and worst-case
sailing conditions before taking loved
ones along for the ride. It bothers me
to see adults risking the lives of the
children based on recent boat ownership
and the limited experience of a
Red Cross or other “training” offered
by local sailboat companies. Good as
they are that preparation is inade-
quate. It is not the fault of the teach-
ers, all of whom are competent.

My life was enriched in the summer
of ’35, by two young women who were
aware of their need to get additional
boat handling experience. They
were dedicated to accomplish per-
sonal sailing goals at their own pace.
Separately, they made commit-
ments to me and kept them without
exception. On the day and time they
said they would be there they were.
They stuck it out for the season.
One of them, in order to meet a per-
personal challenge sailed eight of the
last ten days before the lake was lowered. My commitment
to them was to
make my Scot and myself available to
them on demand. I made it clear that
I would not push or play teacher’s
mind games. I would simply be there
for them to use as a crew and to
answer questions as it became appro-
priate. Much of the time, after they
came confident of the boat and
themselves, I would try to be as
remote of the boat command or other
activities as was possible. During
spinnaker practice, for example, I
would stand on the fan-tail behind the
skipper, straddling the tiller, in order
to give them a sense of being alone
and in charge.

They were told that the responsibil-
ity for learning was with them. They
were told they had to learn the wind
and adjust the sails accordingly.
“Where is the wind, what is your cur-
rent heading, what is your intended
heading and how should the sails be
adjusted to complete that plan?” was
the answer most often given to any
question they asked while they had
the tiller. I told them that all of their
body was a wind indicator. Ears, hair,
facial hair, arms, spider webs as well
as all the visual clues. They got an
explanation of the difference between
indicated wind (telltales on a moving
boat) and actual wind as indicated by
the signs on the water.

Most of the time the important
questions were asked by the sailors at
just about the right time. One good
example was a question about gibing
the spinnaker. I could have given
chalk talks at the beginning or during
the expansion of their activities. It
would not have taken. However, when
it came up after the main was mis-
behaving on a shifty day, it was easy
to show how easy it is to gibe the pole
and relate it to intentional or and un-
intentional gibe of the main. I was
amazed how many times they asked
the right question just before I
thought I was going to have to bring
up critical topics on the path of con-
tinuing development.

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LEARNING TO SAIL
Continued from page 18

Boat-handling skills cannot be developed if the sailor never handles the tiller. Just flying the jib is not enough. Even with the spinnaker thrown in, it is a poor substitute. There seems to be self-fulfilling prophecies that the Scot is too hard to sail alone, especially if the sailor is a woman. To believe this is to show lack of respect for the designer, Sandy Douglass.

The Scot is the best boat, except for the Moth in which to learn to sail. It is the most honest and stable boat on the lake. I’ve had a lot of time in Lasers. In my opinion it is a poor boat in which to learn boat handling. So is the Sunfish. However both are great if the skills are already at hand. It is up to us to provide the best opportunities for the willing to teach themselves to sail.

Besides you can have a lot of fun going along for the ride.

Ann Alexander, the subject of Alexander’s Discovery, was looking for a setting to reach back and forth at the opening between the two points of land leading to the center of the lake from the bait shop. The channeling of the wind, by the points, increases the wind velocity as would any venturi. She liked the speed of the boat in the slot and the feel of control she had on a reach. As she had not yet become adept at reading the wind “signs”, I pointed and suggested, “Why don’t we sail over to the duck blind and start there?” She said, “I don’t see it. What is a duck blind?” I said, “It is a hunter’s hide-out constructed of local materials so the ducks can’t see it.” She said, “It works.”

Dr. Marcia Bellas (Associate professor of Sociology, UC), having a fine mind, was always finding it necessary to say to me, “...but you told me...!” She was correct. Early on I would give her an over simplified rule which I believed would be easy to remember. Marcia had a good memory but my process allows a better illustration of the exception because it occurs at the time when the desire to know exists. Funny thing, neither of us can ever remember the numbering of the marks. (or what lap we’re on.) We are having too much fun.

In the case of both sailors, I preferred to have them follow intuition and develop a process that was a self made custom fit. If either seemed to be moving towards an undesirable process, I would intervene. In one case I could see the process of changing the jib and body in a tack was not intuitively being resolved. So I took the jib position and had her put the boat thru a series of short tacks. I illustrated step-by-step the individual moves and what they were related to so that the process could be learned like a dance step. In the other case I detected a difficulty in reading the wind. That is a little harder to learn, but is still a logical process. The wind must be studied if the sailors are going to achieve a safe level of skill or excel at boat-handling.

A couple of years ago, a friend of mine took me out on his Hobie to sail the waters around Corson’s inlet, south of Ocean City, NJ. He sailed out of the harbor thru the inlet with its interesting currents and chop, and out to the ocean for a little surf sailing. On the way in he turned the tiller over to me. After we reached the harbor, he jumped out and swam to shore. The fact that I got it up on one hull and kept it there the first time, is not a testimony to my Hobie skills. I had never been in one before. It is a testimony to the fact that he took the time to demonstrate, check me out and turn me loose. It is testimony to the way I had been “trained”.

The main point of the article is to challenge all the sailors (any gender, size or age) that have a tad of boat handling ability to find a way to pass it on. I appreciate the folks that started me. I will never forget them. I feel a sense of duty to pass it on to any that show the slightest glimmer of love for the craft.

Here is a suggested process. (Add rigging at the proper point of discussion.)

A. Strip the boat of all rigging but the most simple. (Main and Jib only)
B. Practice all wind positions, (Following steps ideally one week apart.)
C. Let apprentice fly the jib just enough to understand good sets.
D. Have apprentice sail with jib then drop jib and feel the difference.
E. Set the main out-haul tight in moderate wind. Let it out and feel acccel.
F. Set cunningham in moderate and heavy wind, show shape of main.
G. Add vang show on land first, use only in wind abeam or aft.
H. Introduce Spinnaker
I. Practice Spinnaker
J. Add spinnaker pole down haul (Stock cord)
K. Add Tiller control shock cord.
L. Practice Anchor sets and recovery
M. Practice coiling and throwing lines
N. Practice knot tying and untying.
O. Let the apprentice call the shots as soon as possible
P. Arrange for solo as soon as apprentice feels ready. Do not push this.
Q. Summarize Improvements needed after the fact.

Probably, the most difficult thing will be for the apprentice to learn how to read the wind and intuitively call for the right set of both sails. Letting the sailor get into irons helps. The struggle to get out is a good teacher.

It is important that neither the apprentice nor the mentor should take themselves or sailing too seriously. Safety is another matter. Please go find someone that wants to fall in love with sailing. This is one of the oldest item of folk lore. We have to work to keep it alive.
15 Races Completed For The 1995 New Jersey F/S Championship

For the third straight year, excellent winds, combined with skilled race management (and alert sailors), allowed all 15 races to be completed: five at each of the three fleets that host this annual Championship. A record number of Scot yachtfolk (thirty teams) participated in this year’s Championship series, with awards for both A and B fleet skippers and crews.

For the third straight year, Monmouth Boat Club’s Fleet 157 walked away with both A and B fleet overall honors, with Bill Ewing (crew: Dan Vought, Cueball Feist, and Eileen Ewing) capturing A fleet, followed by Kris Smith (crew: Diane, Scott Thompson and Eileen Ewing) with third overall going to Alan Terhune Jr (crew: Mike Cornelous). Jackie and Bruce Cattanach again won B division followed by MBC’s newcomer Brad Mascott and crew/dad Ted, with Shore Acres’ fleet Captain, Mike Sheridan finishing third.

This has turned out to be an excellent series partly due to the variety of conditions experienced throughout the series which begins in late May, at the Full Moon Regatta, Monmouth Boat Club. Noted for its character building winds, MBC boasts of excellent launching and docking facilities, strong race management and occasionally an entertaining oldies car show and food festival hosted at Red Bank’s nearby Marine Park. The top five Full Moon Regatta finishers were:

<table>
<thead>
<tr>
<th>Name</th>
<th>Club</th>
<th>Sail#</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-K. Smith</td>
<td>none</td>
<td>4901</td>
<td>5.25</td>
</tr>
<tr>
<td>2-C. Hall</td>
<td>K.Pt.</td>
<td>4945</td>
<td>8.75</td>
</tr>
<tr>
<td>3-A. Terhune Jr. TRYC</td>
<td>709</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>4-M. Smith</td>
<td>TRYC</td>
<td>4925</td>
<td>15</td>
</tr>
<tr>
<td>5-D. Neff</td>
<td>?</td>
<td>4884</td>
<td>15.75</td>
</tr>
</tbody>
</table>

Toms River Yacht Club seems to combine conditions from the other two series with both shifty and occasionally heavy autumn conditions, excellent competition, great hospitality, speedy race management, good spectator viewing and superb food and entertainment at the end of the day. Top five Toms River Regatta finishers:

<table>
<thead>
<tr>
<th>Name</th>
<th>Club</th>
<th>Sail#</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-B. Ewing</td>
<td>MBC</td>
<td>4246</td>
<td>4.25</td>
</tr>
<tr>
<td>2-J. Thorpe</td>
<td>SAYC</td>
<td>4104</td>
<td>9</td>
</tr>
<tr>
<td>3-C. Schaffer</td>
<td>MRYC</td>
<td>4468</td>
<td>9.75</td>
</tr>
<tr>
<td>4-K. Smith</td>
<td>none</td>
<td>4901</td>
<td>9.75</td>
</tr>
<tr>
<td>5-Lorenz</td>
<td>SAYC</td>
<td>3978</td>
<td>24</td>
</tr>
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</table>

OVERALL RESULTS - 1995 NEW JERSEY CHAMPIONSHIP

A FLEET

<table>
<thead>
<tr>
<th>Name</th>
<th>Club</th>
<th>Points</th>
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</thead>
<tbody>
<tr>
<td>1-B. Ewing</td>
<td>MBC</td>
<td>13.25</td>
</tr>
<tr>
<td>2-K. Smith</td>
<td>none</td>
<td>22</td>
</tr>
<tr>
<td>3-A. Terhune Jr. TRYC</td>
<td></td>
<td>46</td>
</tr>
<tr>
<td>4-M. Smith</td>
<td>TRYC</td>
<td>50</td>
</tr>
<tr>
<td>5-J. Thorpe</td>
<td>SAYC</td>
<td>54</td>
</tr>
<tr>
<td>6-G. Schaffer</td>
<td>MRYC</td>
<td>65.75</td>
</tr>
<tr>
<td>7-B. Warner</td>
<td>TRYC</td>
<td>71</td>
</tr>
<tr>
<td>8-J. Worth</td>
<td>SAYC</td>
<td>79.75</td>
</tr>
<tr>
<td>9-Sayla</td>
<td>TRYC</td>
<td>86</td>
</tr>
<tr>
<td>10-R. Kerdock</td>
<td>SAYC</td>
<td>91</td>
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<tr>
<td>11-J. Summerfield</td>
<td>TRYC</td>
<td>125</td>
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<tr>
<td>12-Lorenz</td>
<td>SAYC</td>
<td>126</td>
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B FLEET

<table>
<thead>
<tr>
<th>Name</th>
<th>Club</th>
<th>Points</th>
</tr>
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<tbody>
<tr>
<td>1-J. Cattanach</td>
<td>MBC</td>
<td>92</td>
</tr>
<tr>
<td>2-B. Mascott</td>
<td>MBC</td>
<td>103</td>
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<tr>
<td>3-M. Sheridan</td>
<td>SAYC</td>
<td>120</td>
</tr>
<tr>
<td>4-Aikes</td>
<td>SAYC</td>
<td>141</td>
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</tbody>
</table>
1995 Ephraim Regatta Results

Flying Scot Fleet 44 at the Ephraim Yacht Club in Ephraim, Wisconsin hosted the 89th annual Ephraim Regatta on August 5-6. The wind ranged from light to medium to brisk and was very shifty (typical Ephraim conditions) which put a premium on tactical ability. Twenty boats competed in five races, including five boats which traveled from outside the EYC to compete.

The battle for first was a reprise of a long-running rivalry between "REINDEER" with Jay Lott, Ted Lott, and Sarah Lott, and "VATICAN SMOKE" with Paul "Fig" Newton and Mike Faugust. Going into the fourth race, Newton and Faugust had to gain at least three points on the Lott team to win. In the fourth race, the Lotts led almost the whole race but were bamboozled at the final mark rounding by Newton and Faugust, who then won with the Lotts taking second. Thus, going into the fifth and final race, Newton and Faugust had to win again, and put a boat between them and the Lotts. But the Lotts had a good start and led the entire race, putting the regatta in the bag. The battle for third between brothers Steve Sauter and Dave Sauter was also close, being decided in the last race.

Thanks to the race committee which was chaired by Frank and Sally Heidler and included Weed Vail, George Reynolds, Jean Reynolds, and Mary Johnson.

The annual regatta Bratfest was held in gorgeous weather at Bill and Rosie Klein's house and set a record for attendance. Mass quantities of beer, pops, brats, and corn were consumed. Volleyball was played. Thanks again to the entire Klein/Claypool clan for running this legendary event.

RESULTS:

<table>
<thead>
<tr>
<th>Place</th>
<th>Crew</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jay Lott, Ted Lott, &amp; Sarah Lott</td>
<td>7 1/4</td>
</tr>
<tr>
<td>2</td>
<td>Paul Newton &amp; Mike Faugust</td>
<td>10 1/2</td>
</tr>
<tr>
<td>3</td>
<td>Steve Sauter &amp; Melissa Coenen</td>
<td>20</td>
</tr>
<tr>
<td>4</td>
<td>Andrew Reynolds &amp; Dave Sauter</td>
<td>23</td>
</tr>
<tr>
<td>5</td>
<td>John Peterson, Stephanie &amp; Cecelia Mitchell</td>
<td>24</td>
</tr>
<tr>
<td>6</td>
<td>Larry &amp; Joanie Lewis</td>
<td>38</td>
</tr>
<tr>
<td>7</td>
<td>John Beadell, Mike Koenig, Fritz Grojek</td>
<td>38</td>
</tr>
<tr>
<td>8</td>
<td>Greg, Tami &amp; Jim McCormick</td>
<td>47</td>
</tr>
<tr>
<td>9</td>
<td>Bill Claypool, Jamie Claypool, Carol Claypool</td>
<td>48</td>
</tr>
<tr>
<td>10</td>
<td>Ben Larson &amp; Curris Hunt</td>
<td>49</td>
</tr>
</tbody>
</table>


Carpenter is Repeat Winner at Harvest Moon Regatta

Harry Carpenter repeated his first place finish in the 45th Harvest Moon Regatta at Atwood Lake. Jack Carpenter placed second. Nineteen Flying Scots comprised the largest fleet of entries in the regatta which was hosted by Atwood Yacht Club, Delroy, Ohio (home of Fleet #65). The Regatta was sailed in good winds on September 9 & 10, 1995.

RESULTS:

<table>
<thead>
<tr>
<th>Place</th>
<th>Skipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Harry Carpenter, Deep Creek Yacht Club</td>
</tr>
<tr>
<td>2</td>
<td>Jack Carpenter, Deerhaven Yacht Club</td>
</tr>
<tr>
<td>3</td>
<td>Dan Goldberg, Moraine Sailing Club</td>
</tr>
<tr>
<td>4</td>
<td>Richard Gregory, Deep Creek Yacht Club</td>
</tr>
<tr>
<td>5</td>
<td>Jack Rudy, Cowan Lake Yacht Club</td>
</tr>
<tr>
<td>6</td>
<td>Dave Soloman, Atwood Lake Yacht Club</td>
</tr>
</tbody>
</table>
Team Racing at its Best
1995 Clear Lake Challenge Cup
Flying Scots
Clear Lake Yacht Club, Clear Lake, Indiana
August 19-20 1995

Three years ago the Clear Lake Yacht Club threw out the challenge to the Portage Yacht. We heard you were good but we think we are better and we are putting up the Clear Lake Challenge Cup to prove it. For 2 years in a row the Clear Lake Yacht Club team was able to hold on to the cup. This year was a different story. The Portage Club joined forces with the Berlin and Monroe Clubs and took the Challenge Cup. The results are listed below.

The racing conditions were not ideal but the competition was keen and everyone seemed to have a great time. The pig roast on Saturday night was great and everyone liked the idea of not having an entry fee and paying only for your meals.

The winning team elected to keep the cup at Clear Lake and to return next year for its defense. They hope to bring more sailors interested in team racing.

Next year’s race will be held on August 9-11 at Clear Lake, Fremont, Ind. This is the only Flying Scout Regatta in the midwest that is set up for fleet team racing. Get your team together for 1996 and plan on a great time at Clear Lake.

For additional information call: Larry Schavey 219-495-2640
Bob Lewis 219-637-3922.

RESULTS:
Portage, Berlin, Monroe Clubs 13 points
Clear Lake Yacht Club 16.5 points

INDIVIDUAL RESULTS:

<table>
<thead>
<tr>
<th>Position</th>
<th>Boat</th>
<th>Skipper/Crew</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3577</td>
<td>John and Suzie Domagala</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>4844</td>
<td>Mike Bredrick/Scott Bredrick</td>
<td>5.75</td>
</tr>
<tr>
<td>3</td>
<td>4115</td>
<td>Bernie and Barb Knight</td>
<td>9</td>
</tr>
<tr>
<td>4</td>
<td>1902</td>
<td>John Cochran/Marty Zachrich</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>4560</td>
<td>Jim and Jody Horein</td>
<td>10.75</td>
</tr>
<tr>
<td>6</td>
<td>1212</td>
<td>Jim Grant</td>
<td>14</td>
</tr>
<tr>
<td>7</td>
<td>2412</td>
<td>Brian Barr/Nolan Barr</td>
<td>14</td>
</tr>
<tr>
<td>8</td>
<td>4527</td>
<td>Leo Weber/Bill Kamke</td>
<td>15</td>
</tr>
<tr>
<td>9</td>
<td>4336</td>
<td>Marilyn Poulter/Mike Enus</td>
<td>16</td>
</tr>
<tr>
<td>10</td>
<td>189</td>
<td>Jeff Rehm/Rob Stanley</td>
<td>17</td>
</tr>
<tr>
<td>11</td>
<td>1629</td>
<td>Larry Schavey/Dean Nelson</td>
<td>19</td>
</tr>
<tr>
<td>12</td>
<td>4833</td>
<td>Bob Lewis/Rob Lewis</td>
<td>22</td>
</tr>
</tbody>
</table>
Starting Line

Full Moon Regatta
Sat., May 18th, 1996
Monmouth Boat Club, Red Bank, NJ
What's the BEST way to start the new sailing season? Scrape the snow and leaves off your Scot, dust the cobwebs from your sailing know-how and come to the always beautiful and sometimesickle Navasink River for the fifth annual Full Moon Regatta. Five short races are scheduled for plenty of starting and mark rounding practice.

Three boats, plenty of dock space and a paved boatyard make setup and launching quick and easy. Skippers meeting is scheduled for 9:30 am. Please contact Bill Ewing for further information. Phone (908) 530-6511, Fax (908) 758-6433.

Douglass/Orr
Invitational Regatta
June 1 & 2, 1996
Third Annual Invitational Regatta at New Haven Yacht Club, New Haven, CT. Hosted by Fleet 177. It is the largest protected body of water on Long Island Sound, with fantastic sea breezes. Open to all Flying Scots & Thistles. "It doesn't get any better" Dave Jacobsen (203) 263-0769 "Home of the 1995 International Special Olympics and Sailed in FLYING SCOTS".

Berlin Yacht Club
Annual Regatta
June 15 & 16, 1996
Berlin Lake, Ohio
Come and enjoy our annual event, with estimated average winds of (8 to 12 MPH). Friday night welcome party. Saturday sailing followed by cocktails, hors d'oeuvres and fun. More sailing and more fun on Sunday. With camping on grounds. Contact John Zegaal (330) 499-2010 for information.

Greater New York
Championship Regatta
June 15 & 16
Fleet 173 will host this event at the Sayville YC, Blue Point, NY, on the Great South Bay. 5 races planned. Dinner, Saturday eve. Contact Gerry Mongrain, (516) 472-1925.

Sandy Douglass Memorial
July 27 & 28, 1996
Deep Creek Lake, MD
Sandy Douglass Memorial Regatta will be held as usual in 1996 at Deep Creek, Maryland during the last weekend of July, the 27th and 28th. There will be three races on Saturday and two on Sunday. Accommodations will be available with local hosts and at nearby campgrounds and motels. Food and entertainment in the festive Deep Creek manner will be provided.

Trophies will run seven deep in both the championship and challenger divisions. Interested Flying Scot can contact Al Vignard at 412-882-6740 for a registration form and additional information. A Laser regatta will be held in conjunction with this Scot event.

1996 Michigan-Ontario District Championship
July 27-28, 1996
Traverse City, MI
Join us at one of Michigan's most beautiful travel destinations for racing on Traverse Bay. Contact John Briggs, The Harbor Boat Shop, 1324B West Bay Shore Drive, Traverse City, MI 49684-816-822-3020 (Work).

New England District Championships
July 28-29, 1996
Harwich Port, MA
The 1996 New England District Championships will be hosted by Stone Horse YC on the weekend of July 28-29. For those of you who carefully read the splendid article in the Nov/Dec 1995 issue of Scots'n'Water by Jennifer Montello you will note that the same event in 1995 attracted a fleet of 43 Flying Scots. This large fleet came from as far away as New York, New Jersey, and Connecticut, to complement the home fleets from Massachusetts. Since Cape Cod is equally as fine a vacation resort as Rockport MA, expectations are for another large fun event with good winds. The host fleet is planning an event with 5 scheduled races on Saturday and Sunday plus a social hour and dinner on Saturday night. Because of the fine sailing around Cape Cod, everyone is encouraged to coordinate an extra vacation week or two before or after the event and either cruise around the Cape or race with the Stone Horse fleet on Saturday at 1:00 pm. If you want accommodation ideas or more information on the event, call Chuck Winsor (401) 234-3386 (before May 5) or (508) 432-4080 after that date. In fact, call anyway if you want to be on the early mailing list. If enough pre-registration interest shows up, we will arrange for prizes for two divisions so plan to come regardless of your racing abilities.

FSSA Midwest District Championships & 90th Ephraim Regatta,
August 2, 3 & 4, 1996
Ephraim Yacht Club, Ephraim, WI
1. SCHEDULE OF EVENTS
-Friday August 2
1:30 pm - Registration, Skippers meet, Singlehanded Championships
2:00 pm - Start of first singlehanded race (three races scheduled)
6:30-7:30 pm - Registration for District Championships
-Saturday August 3
8:30 am - Registration continues
9:30 am - Skippers Meeting
10:00 am - Start of first race (three races scheduled)
6:00 pm - Bratfest
-Sunday August 4
9:00 am - Skippers meeting
9:45 am - Start of the fourth race (two races scheduled)
2:00 pm - Awards ceremony
2. TROPHIES TO BE AWARDED
Midwest District Championship-first five places
Midwest District Singlehanded Championship-first three places
Ephraim Yacht Club 90th Annual Regatta-first five places
Wisconsin Cup-(First three races)-first three places
Vail Cup-Winner of the first race
Hanselman Cup-Winner of the last race
Sturgis Trophy-Highest finishing skipper age 18 or under

3. ELIGIBILITY
The regatta is open to all yachts of the Flying Scot class and any other class with three or more yachts, except Sunfish and windsurfers. (Separate regattas are provided for these classes.) Only FSSA members in good standing who are members of a fleet in the Midwest District are eligible for the Midwest Districts trophy.

5. REGISTRATION
Fee $25, $5 discount for FSSA membership, US Sailing Membership, or if postmarked by July 1, 1996.
For more information, call Jay Lott at (312) 472-3451.

Clear Lake Challenge Cup
August 9-11
Clear Lake YC, Clear Lake, Fremont, Ind
This is the only Flying Scot regatta in the midwest that is set up for fleet team racing. Get your team together for 1996 and plan on a great time at Clear Lake.

Continued on page 24
For additional information call:
Larry Schavey  Bob Lewis
219-405-2640  219-637-3922

Flying Scot Canadian Championship
Fleet 148/Stony Lake Yacht Club
August 17-18, 1996
Stony Lake, Ontario

This unique regatta, held every two years, attracts a very competitive fleet to beautiful Stony Lake. Visitors are billeted in Stony Lake cottages (most of which are located on islands). Registration (US$80.00) includes billet accomodation, Friday reception and dinner, Saturday and Sunday breakfasts and lunches for skipper and one crew. A supporter package will be available, at nominal cost, for a second crew and other visitors. Saturday Regatta Dinner tickets are available separately. If desired, limited hotel/accommodation is available at your own cost. Four races are planned - two each day. Early registration is advised.

Eligibility: Current FSSA Membership

For more information and/or a Regatta Information Package and Registration Form, contact:
Colin Khinnear, Regatta Chairman
149 Ridley Boulevard
Toronto, ON M5M 3M1
416-481-1145 (Voice)
416-481-7606 (Fax)

Robin Collins
40 Cedarbank Crescent
Don Mills, ON M3B 3A4
416-444-3659 (Voice)
416-444-4491 (Fax)

<table>
<thead>
<tr>
<th>Sail For The Chart</th>
<th>Sept. 21-22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mike Higgins</td>
<td></td>
</tr>
<tr>
<td>Cave Run Regatta &amp; Ohio District Championships Oct. 5-6</td>
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</tr>
<tr>
<td>Cave Run Sailing Assoc., Fleet 165</td>
<td></td>
</tr>
<tr>
<td>Steve Brenner 304-346-9673</td>
<td></td>
</tr>
</tbody>
</table>

Fleet 97 Invitational Regattas for 1996
West River Sailing Club, Galesville, MD
Contact Roger Schmerhorn, (301) 843-8852
or e-mail: rogerscher@aol.com for details.

May 18-19 Azalea Cup
July 20-21 Capital District Championships
July 27 LIPS (Ladies In Pursuit of Silver)
Aug 30 Annapolis-Galesville Long Distance Race
Aug 31-Sept 1 WRSC Annual
Sept 28-29 Koningsberg
Oct 19-20 Pumpkin Patch

Singletary-Helmold Series
This series of regattas is held at various sailing clubs throughout the Carolinas. The Flying Scot fleet at each of these locations serves as host for this traveling racing series. The level of competition is high, with nationally ranked sailors often in attendance. And the social activities at these regattas are also great, making for some memorable times and friendships. This year’s series is as follows:

Great 4B
Lake Norman, NC
May 4-5
Governor’s Cup
Kerr Lake, NC
June 6-9
Oriental Sailing Social
Oriental, NC
July 13-14
SAYRA Inshores
Charleston, SC
July 20-21
Hoop Pole Regatta
Morehead City, NC
Aug 17-18
Mayoors Cup
Lake Brownwood, NC
Sept 13-15
District Championship
Lake Jordan, NC
Sept 28-29
VISA
Smith Mtn Lake, VA
Oct 5-6

Horrocks/Palmer Regatta
September 7 & 8
Sayville Yacht Club
We invite all Thistle and Scot sailors to join us for this regatta. Scot sailors compete for the Palmer Trophy. For details, please contact Captain Rob Kaiser at (516) 589-2467 or Paul Patin at (516) 363-9059.

Candlewood Yacht Club Semi Annual Invitational Regatta
September 28 & 29, 1996
Come and enjoy Fleet 24’s hospitality on Connecticut’s largest inland lake. With the fall foliage at its best. Our regatta is part of the John Fridman Memorial Round Robin hosted by the four Conn. Fleets.
Contact Frank Riefenhauser 203-748-4752 or Mike McCarty 203-775-9402 for details.

Cave Run Lake Grand Annual Regatta plus the 1996 Ohio District Championship
November 6-8, 1996
Fleet 165 has the pleasure to host the Ohio District Championship at beautiful Cave Run Lake close to Morehead, Kentucky. Flyers on the event will be mailed early in the summer. Contact Jim Sproat at 600-231-0768 or our Ohio District Governor Steve Brenner at 304-342-0159 with questions.

The Founder’s Cup
October 12th & 13th 1996
Indian Harbor Yacht Club, Greenwich, CT
Flying Scot Fleet #7 will be hosting its sixth annual regatta, in memorial of chuck Rettie (#27, #273, #806) and Lew Howe (#28, #2628) who together founded Fleet #7 in 1959 and helped to build it to over 50 boats today. Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound. We will have a Saturday Bar-B-Que and Sunday awards lunch after race. For registration forms and sailing instructions contact: Josh Goldman F# 3913 at (203) 825-0768, work (212) 683-0365.

1996 Northeast Flying Scot Regatta Schedule
Mid-Winter Championship
March 26-29
Panama City, FL
Flying Scot Full Moon Regatta
May 14
Red Bank, NJ
Bill Swing 908-530-6511
Wife/Husband Championship
May 25-26
Chattanooga, TN
Jim & Myra Brown 423-875-5968
Douglass/Orr Invitational
June 1-2
New Haven, CT
Dave Jacobsen 203-263-0769

SCOTS n’ WATER

24
<table>
<thead>
<tr>
<th>Fleet #</th>
<th>Boat #</th>
<th>Name</th>
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<td>Don Schneider</td>
<td>HC 73 Box 1150</td>
<td>Locust Grove, VA 22508</td>
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<td>Tom Maher</td>
<td>33 Brookside Road</td>
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<td>David Anthony Neff</td>
<td>406-B Maryland Ave</td>
<td>Charleston, SC 29406</td>
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<td>Bob Wray</td>
<td>246 Richfield Rd</td>
<td>Upper Darby, PA 19082</td>
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<td>Sherry Haskell</td>
<td>Revidere</td>
<td>F-donelville, PA 23067</td>
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<td>John E. Varnum</td>
<td>7217 Holly Avenue</td>
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<tr>
<td></td>
<td>Hans Noordanus</td>
<td>Box 817B L.O.W.</td>
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<td>48</td>
<td>Bob Harr</td>
<td>114 Blue Sky Court</td>
<td>Mooresville, NC 28115</td>
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<td>Don F. Zerbe</td>
<td>4 Soundview Trail</td>
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<td>124 E. 79th Street 2A</td>
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<td>79 Lake Avenue</td>
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<td></td>
<td>Paulette Conlan</td>
<td>34 Smith Place</td>
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<td>Pierre Golarin</td>
<td>PO Box 2003</td>
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<td>Ed Craig</td>
<td>429 Kingridge Road</td>
<td>Hixson, TN 37343</td>
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<td>John A. Rodgers</td>
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<td>Trina, Ian, &amp; John McLeod</td>
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<td>1000 Hillcrest Rd, Ste 340</td>
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<td>Tim Shultz</td>
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<td>Bonnie L. Walthorn</td>
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<tr>
<td>5089</td>
<td>Douglas &amp; Patricia Tucker</td>
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<td>David J. Tonkin</td>
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<td>Steven E. Winberg</td>
<td>722 Olive Street</td>
<td>Pittsburgh, PA 15237</td>
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<tr>
<td>159</td>
<td>John H. &amp; Katherine Welford</td>
<td>1 Welford Way</td>
<td>Charleston WV 25311</td>
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<tr>
<td>1</td>
<td>Ray Yaeger</td>
<td>48 Otterbein Drive</td>
<td>Lexington, OH 44904</td>
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<td>Florida District</td>
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<td>4490</td>
<td>Lee Price</td>
<td>2444 SW 28th St.</td>
<td>Coconut Grove, FL 33133</td>
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New Members this report 29
**Caveat Emptor**


**FS 2397** - Customflex, white hull & deck, dry sailed daily, always stored indoors, two sets of sails, spinnaker, custom (Harken) rigged from Midwest Aquatics, cockpit cover, outboard bracket, boat hoist, Pamco trailer. $3600. Also brand new Fisher 1/2 oz. spinnaker, never used - best offer. Call Harold Gendelman (810) 646-2094 (h), (810) 577-5200 (w).

**FS 2459** - Douglass built. Banana Republic; yellow hull, black stripe white top side; never raced; no extra holes. Motor bracket, 2 sets of sails, trailer $2800. Call Steven Etheridge (904) 429-5322, Central Florida.

**FS 3151** - 1978 Douglass. Yellow hull, white deck; 2 sets of sails (Schruff and Schruck), spinnaker and pole, spare boom, motor mount, mast hinge, 2 cockpit covers, midwest aquatics outboard, Waco 360, galvanized tiller trailer with tongue jack, padles, mahogany center board cap, etc. $4000. Call Kim Reck (216) 757-1897, Youngstown, Ohio.


**FS 3360** - Douglass built, recently refinished and repainted, all new equipment, including two-part motor bracket, 2 hp Johnson outboard, heavy duty 1000 lb. road-worthy trailer, stored dry, under cover in Key Largo/Miami. $5950. Call Lee Price (305) 585-1127.

**FS 4041** - Douglass built. White w/striped Schurr M/J; Spinnaker and rigging, Cunningham, telescoping tiller, 360° clean, compass, mast hinge, pad, spare mounts, Tee Nee trailer w/space and nose wheel; Full boat cover. Yamaha 4hp. neg. $4000. Call Bill (810) 534-6318 after 7 pm, Lansing, PA.

**FS 4145** - Douglass built. Ivory with blue trim; Schurr main, jib, and spinnaker; Fisher main and jib; British Seagull 3hp outboard motor (hardly used) and bracket; Tee Nee trailer with spare tire. Very good condition. $5400. Call Arnold Smith (606) 882-7834, Keowee Sailing Club, Seneca, SC.

**FS 4252** - Douglass built 86. Ivory hull; very good cond.; race equipped; internal outboard on boom; internal spin halyard; 61' vang w/car; topping lift led aft; rudder lift at tiller for weed cutting; Schurr sails; shinned center board; Rigging excellent; will consider delivery. Call Ed Surgan (201) 567-5307 days, (516) 288-2069 evenings, Westhampton Long Island, NY.

**FS 4267** - Our move to the Virgin Islands necessitates reluctant sale of our "ITUNA". Douglass, white hull & deck, blue stripe, motor bracket, Tee Nee trailer, Schurr sails, spinnaker in beautiful shape. Located in Eagle River, Wisconsin, and available about 7/1/96. $5500. Call Malcolm Preston (809) 693-8782 or (715) 479-8450 in July and August.


**FS 4819** - Aqua and white, two mains, two jibs, two spinakers (one set new), 2.5 hp outboard with bracket, Trailmaster trailer with spare and full cover; race rigging with after options. $8950. Call (810) 625-6051, Clarkson, Michigan.

**FS 4638** - (1992) White with blue stripe; Bowers racing sails, full mooring/trailer covering. Trailmaster galvanized trailer with spare tire; one summer in water but otherwise trailered. $7900. Call Carol Johnson (602) 778-1018 (h), (612) 778-7044 (w), St. Paul, MN.
Design

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

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

Fabrication

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

Service

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

For more information call Steve Bellows, your Flying Scot Sailmaker

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<tr>
<th>Name</th>
<th>Phone</th>
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<tr>
<td>☐ 4.4 oz. Racing Cloth</td>
<td>☐ 5.3 oz. Cruising Cloth</td>
<td>Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White</td>
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<tr>
<td>☐ Main &amp; Jib</td>
<td>☐ Spinnaker Tri radial/Biradial</td>
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<td>☐ Main</td>
<td>☐ Spinnaker Crosscut</td>
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<td>☐ Jib</td>
<td>☐ Spinnaker Turtle</td>
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<td>☐ Mainsail Reef</td>
<td>☐ Brummels on Spinnaker</td>
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<td>☐ Mainsail Foot Shelf</td>
<td>☐ Centerboard Gaskets</td>
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<td>☐ Jib Radials</td>
<td>☐ Main Radials</td>
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Price includes bag, battens and royalty.
Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

Mark Colors On Diagrams

SPINNAKER COLORS

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

Pensacola Loft
490 South 'L' Street
Pensacola, Florida 32501
904/438.9354 / Fax: 904/438.8711
Flying Scot® Sailing Association Order Form

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<td>FSSA Blazer Patches</td>
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S & H CHARGES:  
*Add Shipping & Handling (S&H)

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SHIP TO: (Please Print)

NAME ________________________________  
ADDRESS  
CITY ___________________ STATE _______ ZIP _______

Telephone Number (Daytime)  
Method of Payment: □ Mastercard □ Visa □ Check (Payable to FSSA)  
Credit Card Number ________________________________ Expiration Date ____________

Signature ________________________________

Mail Order Form To: Flying Scot® Sailing Association  
3008 Millwood Avenue • Columbia, SC 29205  
Credit card orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

MY ADDRESS LABEL IS NOT CORRECT

Name ________________________________  
Street ________________________________________________
City ________________________________________________  
State/Zip ________________________________

Change: □ Temporary □ Permanent
Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

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

Second Class Postage  
PAID  
Columbia, SC 29201

Address Correction Requested

District Governors

CAPITOL DISTRICT
Robert J. Post, Jr.  
HC 72, Box 581 Lake of the Woods  
Locust Grove, VA 22508  
(540) 972-7134

CAROLINAS DISTRICT
Starling W. Gunn  
1467 Hampton Road  
Eden, NC 27288  
(919) 938-2508

FLORIDA DISTRICT
Thomas C. Hudson  
966 Hines Ave. NE  
Palm Bay, FL 32907  
(407) 727-5117

GREATER N Y DISTRICT
Joseph J. Gulick, Jr.  
193 Wilton Rd. West  
Ridgewood CT 07450  
(203) 438-9779

GULF DISTRICT
Dan Kienlich  
4 Navy Lane  
Spans: Fort, AL 36527  
(334) 626-7175

MICHIGAN-ONTARIO DISTRICT
Robin Collins  
40 Cedarbank Crescent  
Don Mills, ONT, CN. M3B 3A4  
(416) 444-3559

MIDWESTERN DISTRICT
John J. Lott  
525 W. Arlington, Apt. 571  
Chicago, IL 60614  
(312) 472-6451

NEW ENGLAND DISTRICT
James Cavanagh  
20 Bullard St.  
Sharon, MA 02067  
(617) 784-5088

NY LAKES DISTRICT
Ann Sodeman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731

OHIO DISTRICT
Steve Brannan  
2107 Weberswood Dr.  
S. Charleston, WV 25523  
(304) 346-9673

PACIFIC DISTRICT
Charles A. Benck  
4380 Charger Blvd.  
San Diego, CA 92117  
(619) 555-2715

PRAIRIE DISTRICT
Ty Heli  
3176 Wood View Ridge Dr.  
Apt. 104  
Kansas City, KS 66103  
(913) 677-7023

TEXAS DISTRICT
Robert Harrington  
3721 Lafit Lane  
Garland, TX 75042  
(214) 276-1854