All sails are built for speed, North Sails builds sails to be fast...faster! We've combined our advanced technology with the winning experience of our great people to make sails that are simply the fastest on any water in the world. Wherever sailors are racing, someone is winning with North Sails.
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Scots n' Water

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

LAYOUT DESIGN: Nancy H. Cooper. ADVERTISING: Jean Waldroup.

JULY/AUGUST, 1996
**FLYING SCOT®**

**Parts...** When your boat needs a part, Flying Scot® Inc. has it and we'll ship it within 24 hours! We also supply covers, trailers, 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 for your Flying Scot.

---

**Aquameter Sailor II Compass and Mount...**
Features large yellow course line and 45 degree red bearing lines, along with an attractive beef indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. $59.00

**Plastimo Contest Tactical Compass and Mount...**
3½” card — read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line. Back through 90 degrees and you will read the same number on the opposite back’s lubber line. Mahogany mount is held in place by shock cord for easy installation. New, lower price for 1996. complete. $27.00

**Traillex Aluminum Trailer...**
Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5’ and features a 4.80 x 12” tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required). $1510.00

**Stainless Steel Mast Sleeve...** Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. $125.00

**Rudder Lift System...**
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. $103.50

**Swim Ladder...** Telescoping stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce masthead snags. Easiest way to get into the boat from the water. Complete with fasteners. Ladder $110.00 Grab Rail $27.00

**Mainsail Flotation...** For added security against turtling or burying the mast in the bottom. No modification to the boat or sailing required for installation. Weight is approximately 2 pounds. Price complete. $125.00

---

**Flying Scot® Shirts & Caps...**
Classic Polo Shirts with left breast pocket. Scot. 60% cotton/40% poly interlock knit.
Sizes S-XL
A. White with Flying Scot insignia embroidery. $28.00
B. Navy with Flying Scot Saloonboat embroidery. $28.00
C. Teal Plaid w/Teal Bill. $9.00
D. Royal Blue Bill. $9.00
E. Bright Red. $9.00
F. Navy Plaid w/Red Bill. $9.00
These are the perfect summer cap — in four great colors! Made of Polyfilm with Flying Scot Saloonboat embroidery. One Size Fits All

---

**Forespar Stay-Set Tiller Extension...**
40” fixed length painted white aluminum tube with block sponge grip and ball end. Stay-set end holds the tiller extension exactly where you leave it. Price complete. $53.00

**Ronstan Fixed X-10 Tiller Extension...**
40” fixed length black anodized aluminum fixed tube with black “Hypalon” grip and rubber ball end. Universal universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. $42.00
Clip to hold extension to tiller. $1.80

**Ronstan Telescopic X-10 Tiller Extension...** 36” to 48” telescopic same construction as fixed X-10 above with twist-lock adjustment. “Hypalon” grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. $70.00
Clip to hold extension to tiller. $2.25

**Bow Floating Bag Kit...** Reserve buoyancy to help keep the bow of a swamped Scot afloat and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. $49.00
Replacement bag only. $36.00

**Transom Port 4...** Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Loafer hole saw available. $8.25

---

Flying Scot® Inc.
Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa or Master Card accepted.
157 Cemetery Street • Deer Park, MD 21530
Phone 301-334-4848 • FAX 301-334-8324
E-mail: FSCOT@ccol.com
Monday—Friday, 8-12 am and Saturday, 8-1 pm
Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.
The 1996 Midwinters
St. Andrews Bay, Panama City, Florida

The week of March 24th through March 29th brought 60 Flying Scots, Skippers, Crews and family members to beautiful St. Andrews Bay for the yearly Midwinters Championship. It was a great time to catch up with friends, party, and this year, to see how your foul weather gear worked. I never did hear how many inches in total came down during the week, but to say a lot doesn't cover it. The race committee, expertly chaired by Pete Sylvester, had a difficult time with the rain, shifting light and variable winds, and possible squalls but all six races were run, with the championship division winner in doubt until the finish line in the 6th race. Kelly Gough with crew Jeff Grinnan was able to master the title of winner of the regatta in the Championship division. Vincent Sweeney, with crew Mike Boehl and Terri Swift won handily in the Challenger Division.

This regatta, which has been held for the past 27 years at St. Andrews Bay Yacht Club, is always very well run. The Regatta Chairman, Ellen Price in her second year of being in charge, her committee, the Commodore of STBYC Allen Pope, Club Manager Mark Swartz, his staff, and the entire membership of the Club; work all year to make sure this event runs smoothly.

Once again, the Midwinters regatta was a great time. If you were unable to attend this year, make your plans for 1997, you'll have a memorable time.
## Final Results

### Challenger Division

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# Final Results

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One could say that I was the typical "run of the mill" 14-year-old eighth grader back in the Spring of 1992. Like all my friends, I was anxiously awaiting the great week-long Spring break. This Spring break, however, had great meaning for me— it would be my first experience of skippering in the Flying Scot Midwinters.
The Flying Scot Midwinters is one of the greatest Scot races in the country. It is one of only two national championships that take place each year. Luckily for many local sailors, it is sailed on the beautiful waters of St. Andrews Bay right here in Panama City, Florida. The Midwinters attracts many boats and sailors; they travel from all over the country to Panama City for this regatta.

I remember that FINALLY Spring break was upon us--all those long, boring school days were over for a whole week! I could now focus primarily on racing in the week-long sailing event and forget about school and all of its stresses. As soon as I got out of school, I knew that this year at the Midwinters there would be a record number of boats. I knew this because I went straight from school to the yacht club, and boats were already arriving days before the event even started.

As it turned out that year, in fact, we did have a record number of boats. The weather was going to be pretty rough. My crew and I began the regatta in the back of the pack. We were not accustomed to racing in such a large fleet and faced difficulties dealing with it. As the week progressed, however, we began to sail more competitively. We slowly advanced our position with each race and were sailing with some degree of confidence. The weather conditions were very tough, and our young bodies could not quite compete with the heavier sailors. At this stage in the game, we were not doing poorly, yet we were not winning either. We needed a drastic change in order to improve our position and with only one day left, our position did not look very good.

With only two races remaining during the last day of competition, we knew that we were not going to place at the top of the fleet. We sailed the first race of the day at our usual "middle of the fleet" position. After the first race, we noticed that the wind drastically began to change--it began to subside! This gave us the advantage we needed going into the last race. This was our last chance to prove ourselves at the Midwinters, and we were determined to take advantage of it!

We were moving the boat really well at the beginning of the last race. We knew that we were sailing better than we had ever sailed before, but we did not know exactly how well we were competing. With the very light wind, the race committee was forced to shorten the race course due to a time limit. We did not realize that they had shortened the course until much later. Soon we were approaching the end of the first triangle and were preparing to go back upwind. As we looked upwind for the weather mark, we did not see it--we really became confused. We were almost to the end of the triangle and simply did not know what to do. The only course that we could take was to go around the leeward mark and head upwind for the next weather mark. The instant that we rounded the leeward mark we were terrifically startled by the loud shotgun that had been fired by the race committee boat about 50 yards away. This firing signaled that we were THE WINNER OF THE RACE!! We had no idea that we were leading the pack and that we had just crossed the finish line. It took us a while to realize that we had won the race--we were ecstatic!!

This event greatly thrilled me and my crew. We did not care how we had placed in all of the previous races--all that mattered now was that WE HAD WON the sixth and final race of the Flying Scot Midwinters. I became the youngest skipper ever to win a race at this particular event at the age of fourteen. I compete in this sailing regatta every year and cannot even compare another race to that one "great race" back in 1992.
FS-9 My Story
by Philip Luno
London, ONT Canada

(With apologies to Eric Ammann, to whom this should have been sent in 1991.)

I was born in Mentor, Ohio in February, 1958. That is a long time ago, so my memory may not be perfect. If I exaggerate, it may be from pride.

My father, Sandy, was telling the world about me in Yachting magazines. My first owner, John, lived away across the pond (Lake Erie) in London, Ontario. He had some experience with boats on Lake Huron and he liked the cut of my jib. John decided to buy me.

John had dreams of a cruising boat some day, but finances being the way they were, with a young family and all, he added grab rails to my foredeck, running lights and such things. He also re-engineered my centerboard trunk to prevent possible damage— one of the early faults in me.

On one of my first cruises, John, with his very young son and a sailor friend, sailed across Lake Erie from Point Pelee to Put-In-Bay, so they could attend one of the first Flying Scot Regattas. That event showed John that he had to learn a lot more about my behavior, since the winds were high, as well as the waves.

It wasn’t long before John and son became good sailors. Their regret was they couldn’t always win the race on a windy reach against a Rondeau Bay Lark. So John convinced two other sailors to buy Flying Scots, and Fleet 33, with four boats on Fanshawe Lake was born. Other Scots were soon added.

Since John’s family was growing large, he went that sad way— to a cruising boat, selling me to the friend that went with him to the Lake Erie Regatta. The new owner sailed me for a couple of years, then I was sold to the present owner, Phil, who still owns me.

I had the pleasure of sailing against Sandy in a couple of Regattas in his home territory, the Thousand Islands. Considering the comparative skills of the skippers, the best we could do was second place.

The best crew I ever had was Phil’s daughter, Nancy, when she didn’t weigh as much as the centerboard.

There came a time in the early 70’s when I had trouble with my inners. The balsa blocks at either side and at the rear of my centerboard trunk were waterlogged and soft. So we searched out Sandy, who by this time was in Maryland.

Sandy said, in spite of my age, he felt responsible for my infirmity, so come to the boat shop and we’ll fix you up— no charge. In early September we went on that trip from Ontario to Maryland, so that I would feel better.

Sandy wasn’t there at the time, but good Doctor Eric Ammann did my repair with a new inner bottom. I still wince when I remember him inside me with an electric fan to help keep him breathing among the fumes from the resin.

Outside of my shortened rudder, with its new mahogany head, very few changes have I had.

I have raced off and on all my life, and although Phil is 80 years old now, he still at times is able to show my you-know-what to some of the younger sailors in a quiet Wednesday evening race.

So take heart, my siblings, there is a lot of fun being a Flying Scot! ▲
Racing The Happy Ship

Jack Beierwaltes
Reprinted from Scots n' Water July/September 1963, Volume V. Number 4

It had been a delightful summer Sunday afternoon's racing. We were finishing dinner at the Yacht Club and had gotten to joking about our boners. When we came around to the stories about our over-excited mis-communications while racing, one of the group didn't think it so funny. "That's the WORST time to scream at your crew— when you're racing— it only makes 'em fumble more. If you have to holler, get it off your chest in practice sessions." that was from Dick Stearns, our World's Champion Starboat skipper. Now, there's nothing wrong with Dick's sense of humor and he's anything but a stuffy guy. But intra-crew relationship is apparently no joke to Dick and his reaction was quite an insight to this success as a racing skipper. If it's that important on a two-man crew it must be at least 50% more important on a Scot when raced by three.

The Scot is considered a family boat by a lot of us, which means we race with our kids— and maybe, Mamma. We want 'em to learn to enjoy this great sport we've discovered. But we can't expect 'em to take endless, excited, mis-spoken usually incomprehensible guff out of their love for Papa.

Keeping calm, cool and sharp in an exciting racing situation with an able adult crew is no snap, let alone with our own families. We can't expect them to know any more about this business than we do— so we often have the blind leading the blind. If you've been around a sailing community a few seasons, have you noticed how often the kids in a family which takes up sailing, and particularly racing, seldom develop a real sustained interest? When Mamma doesn't either, of Dad's sailing seasons are apt to be numbered.

Developing a happy ship is mighty important to racing success and continued enjoyment of the sport. If it's a family venture it's apt to be particularly difficult. We'd best recognize it as such.

The first step in developing a happy ship would be a definite specific it should be a goal for each skipper to work toward from Day One. The skipper can't know his business too well. He must, to the best of his ability, maintain self-control, even if he has to bite a hole right through his tongue. He has to assume that when his crew members fumble they need more drilling or that his instructions must be clearer or earlier, or both.

In addition to doing his specified duties, each member of the crew should be extra eyes for the skipper and bring important observations to the attention of the skipper without irritating, distracting chatter. He may quietly suggest or advise but should not press his point. It's the skipper's race! It helps to take turns at skippering, when the same groups sail together regularly. It gives each member a better understanding of the trials and opportunities of the other's job. The season's score may not be so high but the season's enjoyment might be greater.

If the boat which wins makes the fewest mistakes, then mistakes are pretty common in sailboat races. Each member of the crew, including the skipper, must be as charitable and understanding of the mistakes of the others as possible. Grousing about the mistakes of others can stifle a family's interest in sailing as quickly as anything.

We sail and race for fun. The happier our ship the more fun we have. Maintaining a happy ship isn't always easy but it's always worthwhile to try to do as— if you want a good crew— regularly! ▲
US Sailing Presents Sportsmanship Trophy to Harry Carpenter

Fl. Worth, TX (March 23, 1996)—Harry Carpenter of Oakland, Md. was the recipient of the 1995 W. Van Alan Clark, Jr. Trophy, US Sailing’s national sportsmanship award.

The award was presented by US Sailing President David H. Irish (Harbor Springs, Mich.), at the US Sailing Spring Meeting in Fort Worth, Texas, March 23.

Nominated by Deep Creek Yacht Racing Association in Pennsylvania, Harry Carpenter was described by a number of his fellow racing sailors as a “generous competitor” who routinely helps others in any way he can, proves by example that a “calm skipper can be a winning skipper” and competes with a family crew who are always respectful of each other and their competitors.

To paraphrase a common theme among Harry’s many supporters, his enthusiasm for the sport and outstanding sportsmanship far exceed any reasonable expectations you might have of the Flying Scot builder. “Harry Carpenter is truly a role model for all ages involved with the sport,” said Irish.

A good example of the reports of his many acts of sportsmanship is an incident at a regatta this past season, as Harry, with his daughter Carrie crewing, approached the two-boat-length circle in very light air. As fellow Scot sailor Dick Gregory tells it, “I headed up, in an attempt to get an inside overlap, and optimistically hailed for room. Harry, judging that we did not have an overlap, hailed, ‘No overlap.’ I started to bear off, but things were slow enough that I had time to harass Harry, and said, ‘Harry, I don’t believe it— you’re going to deny me inside room.’ He immediately said, ‘Okay, go ahead,’ and bore off. I was shocked; I’ve had inside room denied me when I couldn’t bear off without hitting the boat below, but I’ve never been given inside room when I probably didn’t deserve it. It so unnerved me that instead of having an advantage, I felt so guilty I no longer was in a combative mood for the regatta. It wasn’t long before Harry was ahead of me again, and this time for keeps. He wen’ on to win that regatta.”

Dean Cady (Milwaukee, Wisc.), Chair of the Sportsmanship Committee remarked at the presentation, “Wouldn’t it be wonderful if we could clone Harry and distribute him to all the sailing organizations in the world.” Upon receiving the award, Harry, accompanied by his wife Karen, commented that “sportsmanship is above winning... (we should) work together to maintain and build our level of sportsmanship.” US Sailing’s Sportsmanship Program recognizes good sportsmanship on the local as well as the national level, making US Sailing trophies available for member clubs to engrave annually with the names of their best sportsman or sportswoman.

Harry Carpenter won the national award over a field of outstanding American sailors who were commended by their yacht clubs, classes or sailing associations for making significant contributions to the quality of the sport. From this field, honorable mentions for the award include Tom Adamson, Dana Point YC/SCYA; Ward Bell, Hempstead Harbor Club, N.Y.; Rick Bliss, Hobie Div. 12; George Freeman U.S. Windsurfing Ass’n, Hood River, Ore; Pete Gamble, YC of Hilton Head, SC; Kelly McCarthy, Perryburg BC, Penn.; Sherry McReynolds, Grapevine SC, Texas; Sam Merrick, Bay Head YC, N.J.; Brian Porter, Lake Geneva YC/IYIA, Fontana, Wisc.; Buzz Reynolds, Island Heights YC, N.J.; Dick Squire, California YC/SSIA, Long Beach, Calif.; Tabor Academy Sailing Team (Mass.)/ISSA; Steve Thomas, Waikiki YC, Hawaii; Rick Trisco, South Shore YC, Wisc.
Which sail do you want to take down?” my wife Katharine asked, with an unmistakable note of urgency. I was at the helm with the main rattling at a full luff, and the jib carried the load as we both hiked out to windward. We were on our way home, sailing in a westerly direction across Charlotte Harbor.

We had left Burnt Store Marina about an hour earlier. Reaching off on port tack in a 15 knot southwest wind, our Flying Scot 3998, named McCorkle after my great-grandfather who was a whaling captain out of Southampton, Long Island, was surging along in good shape as we skirted a fleet of Solings racing in the U.S. open championships.

But about half way across the 10 miles wide bay, the wind was building so rapidly that shortening sail with our jiffy reef was out of the question. Although there were high dark clouds approaching from the southwest, the horizon was clear and there was no sign of a sudden squall. It was blowing about 30 knots.

So... which sail to douse? The answer was obvious. The main had become a useless flapping monster. I handed the tiller to Katharine, dropped the main, disattached the boom, and shoved the whole assembly up under the foredeck.

To our relief, McCorkle continued sailing along on a reach with undiminished speed. Our centerboard was ½ of the way up, the jib was full and strain-ing, and we encountered remarkably little leeward helm.

In another 40 minutes we swung around before the wind into the Intracoastal Waterway. Our jib pulled us along at close to hull speed as we approached Uncle Henry’s Marina 3 miles further north. I radioed the Dockmaster on our battery powered VHF Channel 16 to reserve a slip.

Then I fired up our 3 HP Yamaha outboard and doused the jib. With Katharine at the helm, we clawed up the channel into the Marina. The cloud bank passed on over, and the sun came out again, temporarily, to help us reattach the boom and dry out some of our sleeping gear. Mattresses and sleeping bags had been stowed up forward, and some of them were a bit moist from the

*Continued on page 14*
FROM THE SIDE

(NOT TO SCALE)

CUT OUT FOR MAIN SHEET BLOCK

24 1/2"

6'

minium on Longboat Key. We live here November to April each year, returning for the summer months to our home on Lake Ontario.

April is a good month for cruising in Southwest Florida Keys. For the most part, winds are steady ranging from a warm Southeast to a cool Northwest, the latter most often after 3 pm when the Gulf breeze is sucked in over the warm land. Most days are sunny as temperatures climb into the low 80's. For cruising, Katharine and I decided that each day we would have a sandwich, dried fruit and a soft drink on board, and dock at a marina in the late afternoon. There we would shower and have dinner and prepare McCorkle for a comfortable overnight under a sail cover.

Spray taken in over the side and from the wet mainsail.

After 30 years of weekend racing, first in a Lightning, then in a J-24, and occasionally in a Flying Scot, Katharine and I have found equal enjoyment in cruising in our Scot (also in a Pearson-33 on Lake Ontario).

McCorkle: now resides in Sarasota Bay, Florida, in front of our condo-

the cockpit seats and the floor. A center post secured by two removable screws, served to support the aft end of each platform. (See photo.) Sanding and a couple coats of sealer and varnish completed the project.

The freehand drawing outlines the southbound portion of this year's cruise. On the final day of our homeward journey we also left the ICW and sailed on the Gulf 18 miles from Venice to Longboat Key. The sky was clear blue and the wind was a 10-15 knot southerly. This gave us an uninterrupted 3 hour spinnaker run with occasional support to be placed under aft end of platform.
surfing. Could anything be finer?!

Our friends think we’re nuts. But because we’re about the smallest sailing cruiser around, the dockmaster can almost always find us a slip; and the price is O.K., $15-20 overnight. It does take about 20 minutes to set up or break down our camp. However, we sleep comfortably on egg-crate mattresses and sleeping bags under the cockpit cover. Flashlights are a necessity, mosquite repellent is rarely needed, and we have learned to cruise with a minimum of gear and clothing (See photos.)

In the Sept/Oct ’95 issue of Scots and Water p. 18-

Acrylic covers last “Twice as Long”?...
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JULY/AUGUST, 1996
Cruising the Keys in a Scot
Continued from page 15

19. Sarah Myers Russell, FS 3508 has provided additional valuable suggestions for cruising. Her sleeping platform is in four pieces, stored two on each side of the centerboard trunk. This design would certainly facilitate installation, but we have not been inconvenienced by daytime floor boards.

Finally, we would like to hear from other Scot sailors who have discovered the joys and challenges of cruising.

P.S. From the distaff side, i.e. Katherine. I would like to confirm all of the above and add some comments for the wives. You have to be in good athletic trim, especially to climb from the F.S. to the dock at low tide. You should have a good background in sailing. Who knows when you must take over the helm—usually at a critical moment. And, finally, you need a sense of humor along with an enjoyment of a simple life of sailing, eating and sleeping.

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Katherine on egg-crate camping mattress. Note support under aft end of platform.
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 Club. 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 were able to hold onto 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.

Portage, Berlin, Monroe Clubs 13 points
Clear Lake Yacht Club 16.5 points
The individual scores were as follows:

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<td>4833</td>
<td>Bob Lewis/Rob Lewis</td>
<td>22</td>
</tr>
</tbody>
</table>

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 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.

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

---

ACRYLIC FLYING SCOT COVERS

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

FLYING SCOT White Blue Other Colors
Flat 6" Skirt $284.00 294.00 308.00
Flat Full Side 376.00 391.00 411.00
Tent 6" Skirt 325.00 330.00 345.00
Tent Full Side 418.00 431.00 452.00
Sail # Installed 25

CHRIS ROOKE 901-744-8500
Check in advance - no UPS
MC, Visa, AmEx - add UPS

ROOKE SAILS
1744 Prescott South
Memphis, Tenn 38111

JULY/AUGUST, 1996
FSSA Gulf Districts

Happy Birthday Larry! Ain’t it Nifty—you’re fifty.

Fairhope Yacht Club was the host for the 1995 Flying Scot Sailing Association Gulf District Championships on September 30 - October 1, 1995. A flock of pink flamingos in honor of FSSA Past President Larry Taggart’s birthday, greeted everyone to the Districts which provided a variety of weather conditions for all to enjoy and compete. Winds prevailed at 8-15 knots for the weekend. Steve Bellows of Pensacola once again captured first place and received the Charles Dees Memorial Trophy for winner of the Gulf Districts.

A diverse group competed within the sixteen boats: Four boats from inland regions of the District, Kent Irwin, John Fundin, Jim Silson from Birmingham Sailing Club and Jim Leggette from Jackson Yacht Club. Two all women teams on board with Granny Dees and Trin Ollinger. Two youth teams (skipper & crew are 18 or under) with skippers David Dabney and Emily East.

Regatta Committee & Contributors
Granny Dees  -  Trophies, Batten Bags, Invitations
East Family  -  Trophies
Schurr Sails  -  Yellow Ditty Bags
Eastern Shore Glass  -  Donated
Time & materials
Sport Marketing South-Cutter Insect repellent, Candea Fairhope Yacht Club & Staff
1. Steve Bellows; Paul JonPatella & Terri Swift
2. David Dabney; Matt LeFliner & Ronni Schmidt
3. Carl Warneke; Strat Adams
4. Chuck Barnes; Scott Raines & Jonathan Fleece
5. Kent Irwin; Bert Denton & Adam Sacks

Fowler Sails, Inc.

Flying Scot mains, jibs, and tri-radial spinnakers
Custom canvas work, hardware, and sail repairs

Our Specialty - Personal Service

Making fast sails since 1974

2210 N.W. 14th Street, 10
Miami, Florida 33125-2102
Phone (305) 638-8885
Fax (305) 636-2620

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

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

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

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

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

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

WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.
# Flying Scot New Membership

<table>
<thead>
<tr>
<th>Fleet #</th>
<th>Boat #</th>
<th>Name</th>
<th>Address</th>
<th>City, State &amp; Zip</th>
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<tr>
<td><strong>Capitol District</strong></td>
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<tr>
<td>2128</td>
<td></td>
<td>Tom Neuhart</td>
<td>741 S. Linwood</td>
<td>Baltimore, MD 21224</td>
</tr>
<tr>
<td>4936</td>
<td></td>
<td>Alan G. &amp; Nancy J. Hinnebusch</td>
<td>18905 Shooting Star Court</td>
<td>Germantown, MD 20874</td>
</tr>
<tr>
<td>5083</td>
<td></td>
<td>Pete Farrell</td>
<td>2613 Meadow Hall Drive</td>
<td>Herndon, VA 22071</td>
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<tr>
<td><strong>Carolinas District</strong></td>
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<tr>
<td>5061</td>
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<td>David Dowdy</td>
<td>P.O. Box 5484</td>
<td>High Point, NC 27262</td>
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<tr>
<td><strong>Greater NY District</strong></td>
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<td>5085</td>
<td></td>
<td>Charles E. Freeman</td>
<td>37 Beach Road</td>
<td>W. Hampton Bch, NY 11978</td>
</tr>
<tr>
<td>3799</td>
<td></td>
<td>Anthony F. Coppola</td>
<td>5 Ingleneok Road</td>
<td>New Fairfield, CT 06812</td>
</tr>
<tr>
<td>CO5013</td>
<td></td>
<td>Tom Bean</td>
<td>44 Heyers Mill Road</td>
<td>Colts Neck, NJ 07722</td>
</tr>
<tr>
<td>7</td>
<td>1007</td>
<td>Philippe Alexandre</td>
<td>736 Lake Avenue</td>
<td>Greenwich, CT 06830</td>
</tr>
<tr>
<td>10</td>
<td>4977</td>
<td>John J. &amp; Maeve Perno</td>
<td>34 Laura Lee Drive</td>
<td>Center Moriches, NY 11934</td>
</tr>
<tr>
<td>10</td>
<td>1773</td>
<td>Ronald R. Ball</td>
<td>31 Crosby St.</td>
<td>Center Moriches, NY 11934</td>
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<tr>
<td>157</td>
<td></td>
<td>Daniel Vought</td>
<td>41 Center Street</td>
<td>Runson, NJ 07760</td>
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<tr>
<td><strong>Gulf District</strong></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Jerry Uetz</td>
<td>P.O. Box 66</td>
<td>Kingston Springs, TN 37082</td>
</tr>
<tr>
<td>5065</td>
<td></td>
<td>Jim McKeever</td>
<td>P.O. Box 50825</td>
<td>Mobile, AL 36605</td>
</tr>
<tr>
<td>133</td>
<td>4266</td>
<td>Cherie Robinson</td>
<td>5009 Kavanaugh</td>
<td>Little Rock, AR 72207</td>
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<tr>
<td><strong>Michigan-Ontario District</strong></td>
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<td>16</td>
<td></td>
<td>Paul Toro</td>
<td>901 Burns Avenue</td>
<td>Detroit, MI 48214</td>
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<tr>
<td>20</td>
<td></td>
<td>Joel Craig</td>
<td>19320 Sibley Road</td>
<td>Chelsea, MI 48118</td>
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<td>Martin Wolf</td>
<td>1202 Lake Avenue</td>
<td>Wilmette, IL 60091</td>
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<tr>
<td>3</td>
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<td>Mike Fallaw</td>
<td>828 Ashland</td>
<td>Wilmette, IL 60091</td>
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<tr>
<td>3</td>
<td>2752</td>
<td>David C. Gustman</td>
<td>900 Greenwood Avenue</td>
<td>Wilmette, IL 60091</td>
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<tr>
<td>68</td>
<td>1364</td>
<td>Michael Burns</td>
<td>602 Cleroms Avenue</td>
<td>Madison, WI 53704</td>
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<td>David M. Swyter</td>
<td>98 Hartshorn Street</td>
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<tr>
<td>5069</td>
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<td>Michael &amp; Livid McAllister</td>
<td>35 Parkwood Boulevard</td>
<td>Poughkeepsie, NY 12603</td>
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<tr>
<td></td>
<td></td>
<td>John Enwright</td>
<td>11 West 6th Street</td>
<td>Oswego, NY 13126</td>
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<td><strong>Ohio District</strong></td>
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<td>2029</td>
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<td>Michael E. Sheridan</td>
<td>476 Lewis Run Road</td>
<td>W. Mifflin, PA 15122</td>
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<tr>
<td>2133</td>
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<td>Charles Desmond Clements</td>
<td>918 Main Street</td>
<td>Danville, VA 24541</td>
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<tr>
<td>4</td>
<td>1638</td>
<td>Ben F. Oswald</td>
<td>1447 Mansfield Washington Rd.</td>
<td>Mansfield, OH 44903</td>
</tr>
<tr>
<td>65</td>
<td>3608</td>
<td>Gene Cieslewicz</td>
<td>1202 Berwyn Drive</td>
<td>Sherrodsville, OH 44675</td>
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<tr>
<td><strong>Florida District</strong></td>
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<tr>
<td>5059</td>
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<td>Fred D. Costello</td>
<td>8782 156th Court South</td>
<td>Delray Beach, FL 33446</td>
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<tr>
<td>131</td>
<td>3008</td>
<td>Skeezix &amp; Brenda King</td>
<td>1516 Engleside Avenue</td>
<td>Jacksonville, FL 32205</td>
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<tr>
<td>131</td>
<td>1347</td>
<td>Current Skipper FS#1347</td>
<td>8533 Malaga Avenue</td>
<td>Orange Park, FL 32073</td>
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<tr>
<td>131</td>
<td></td>
<td>Richard Brew</td>
<td>3705 Darnall Place</td>
<td>Jacksonville, FL 32217</td>
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</table>

New Members this report: 31
Safety First
by William Luksha, FS 1731
Fleet 3, Sheridan Shore Yacht Club, Wilmette, IL

On a sailboat we enjoy the experience of adventure as we tune our instruments to the wind. On occasion Mother Nature reminds us we are at her mercy. The captain of each boat is ultimately responsible for the crew. Emergency procedures may be required due to equipment breakdown, collision, or crew overboard.

As a sailboat racer on Lake Michigan for 15 years I have experienced demastings, pitchpoling in 60 mph winds, turtling, and numerous capsizing and equipment failures mostly on my Hobie Cat. Once during a race I fell overboard and the boat and inexperienced crew sailed away. However, as the Safety Captain on a 44 ft. boat competing in the 333 mile Chicago to Mackinaw race has honed my interest in Boating Safety.

Flying Scot captains should check the availability and condition of their Safety Equipment. This minimal list below may be used as a starting point. Please add your personal items. Remember, the life you save may well be your own. Practice your emergency procedures with your crew both on land and out on the water. ☀️

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Sailboat Safety Equipment Checklist

<table>
<thead>
<tr>
<th>REQUIRED EQUIPMENT BY U.S. COAST GUARD</th>
<th>RECOMMENDED EQUIPMENT</th>
<th>DITTY/REPAIRS BAG:</th>
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<tbody>
<tr>
<td>PFDs for all aboard</td>
<td>(*) Required by Scot Class Rules</td>
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</tr>
<tr>
<td>Throwable cushion</td>
<td>*Anchor and Rode (100 ft. min.)</td>
<td></td>
</tr>
<tr>
<td>Whistle or Horn</td>
<td>*Paddles</td>
<td></td>
</tr>
<tr>
<td>Flashlight</td>
<td>*Water Bucket (w/ lanyard)</td>
<td></td>
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<tr>
<td>Tow Line 25 ft Min.</td>
<td>Throw Rope (in bag)</td>
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<tr>
<td>Distress Signal Flares</td>
<td>Rope Ladder</td>
<td></td>
</tr>
<tr>
<td>Distress Flag</td>
<td>Stern Safety Grab line</td>
<td></td>
</tr>
<tr>
<td>Running Lights at Night</td>
<td>Weather Radio</td>
<td></td>
</tr>
<tr>
<td></td>
<td>First Aid Kit</td>
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<tr>
<td></td>
<td>“HELP” Sign</td>
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</tbody>
</table>

Spare Rigging Parts
Tools (pliers, screwdriver)
Knife
Hull Hole Repair (Duct Tape)
Sail Ties (4)
Winch handle (spares)
Bow Flotation Bag
Transom Port

PERSONAL GEAR

Foul Weather/Rain suit
Strobe Light
Binoculars
Pencil/Note pad
Water
Knife, Gloves, Hat

JULY/AUGUST, 1996
1996 Northeast Flying Scot Regatta Schedule

July 27-28  New England District Championship
            Chautauqua, NY
            Mike Swensen (716) 569-4783

July 27-28  New York Lakes District Championship
            Harwich Port, MA
            Jim Cavanagh (617) 784-5086

August 10-12  Moriches Speakey Hen
              Moriches, NY
              Tony D’Rosa (516) 878-8740

August 17-18  Canadian Championship
              Stony Lake, ONT
              Rod N. Pallini (416) 444-2939

August 24-25  Saratoga Lake Flying Scot Invitational
              Saratoga, NY
              Peter & Ann Seeman (518) 877-8737

Sept. 7-8  Portage Patrons Invitational
           Lake, NY
           P. & C. Gillis (516) 783-9969

Sept. 7  Single Aries Invitational
        Saco, Aroon, NY
        Mike Sheehan (607) 334-2851

Sept. 14-15  Glenmore Glass Regatta
             Cooperstown, NY
             Dick Stanley (607) 432-8017
New England District Championships
July 27-28, 1996
Harwich, MA

Plan a Cape Cod summer vacation. Come to the 1996 NE Districts at Stone Horse YC, Harwich Port, MA. Contact Chuck Winans at (508) 432-4990.

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 on 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 Saturdays at 1:00 pm. If you want accommodation ideas or more information on the event, call Chuck Winans at (508) 432-4990. If enough pre-registration interest shows up, we will arrange for prizes for two divisions so plan to come regardless of your racing abilities.

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, 13240 West Bay Shore Drive, Traverse City, MI 49684. (616) 922-3020 (work).

FSSA Midwestern District Championships & 90th Ephraim Regatta
August 2, 3 & 4, 1996
Ephraim Yacht Club, Ephraim, WI

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 those classes.) Only FSSA members in good standing who are members of a fleet in the Midwest District are eligible for the Midwest Districts trophy.

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.

Mid-Summer Series
August 3 & 4, 1996
Duxbury Yacht Club
Duxbury, MA

This annual event draws Scot sailors from all over New England to our beautiful protected bay for this five race Mid-Summer Series. Competitive racing, beautiful, convenient facilities, casual dinner dance Saturday evening top off a weekend of fun. Visit neighboring historic sites and our beautiful barrier beach. An event the whole family can enjoy. Contact Charlie Willauer, 90 Bow St., Duxbury, MA 02332. Tel: (617) 934-2599, Fax: (617) 934-9094.

Clear Lake Challenge Cup
August 9-11
Clear Lake Yacht Club
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. For additional information call: Larry Schavey (219) 495-2640 or Bob Lewis (219) 637-3922.

Crystal Calling Club
Aug 10 & 11, 1996
Crystal, MI

Last year's event was a great success with 16 Scots, great sailing and fantastic food. We have a beautiful club house, launch and campsites. Hotels are nearby. Contact Kent Davis (517) 629-3635 or Steve Last (616) 766-3009.

Flying Scot Canadian Championship
August 17-18, 1996
Fleet 148/Stony Lake Yacht Club
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 accommodation; 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/lodge accommodation is available at your own cost. Four races are planned- two each day. Early registration is advised.

Eligibility: Current FSSA Membership

Continued on page 24
The 10th Annual Saratoga Lake Flying Scot Invitational Regatta
August 24 & 25, 1996
Flying Scot Fleet 161 is proud to hold its 10th Annual Saratoga Lake Flying Scot Invitational Regatta at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 24 and 25. We will attempt to run five races. In addition to good racing, we will feature hospitality, starting with a light supper and wine and cheese party Friday evening, breakfast and lunch Saturday and Sunday, and a cocktail party and dinner Saturday night. August 14 is Saratoga Track and Concert season, and motel rooms are both expensive and booked early. However, there is room to camp at the Sailing Club and we will arrange housing with Club members. Come early or stay longer and catch a show and some horse racing. Contact Secretary Peter and Governor Ann Seldman, 33 Huckleberry Lane, Ballston Lake, NY 12019, (518) 877-8731.

Hoop Pole Ragatta
Morehead City, NC
Aug 17-18

Mayors Cup
Lake Townsend, NC
Sept 14-15

District Championship
Lake Jordan, NC
Sept 28-29

VISA
Smith Mtn Lake, VA
Oct 5-6

Hot-To-Trot Regatta Notice
Sept 14 & 15
Fleet 20
Portage Yacht Club
Pinckney, MI (near Ann Arbor)
Fleet 20, of Portage Yacht Club, invites all Flying Scot and Interlake sailors in Michigan, northern Indiana, Ohio, & beyond to their annual Hot-To-Trot Regatta on Portage Lake. This two day event includes separate fleet starts with three to four great races, enthusiastic and friendly competition, and a regatta dinner Saturday evening. Other meals available. Motels and camping facilities are nearby. For details, please call Marilyn Pottor at the PYC office. (313) 426-4155 or FAX (313) 426-5532.

Annual Whale of a Sail Regatta
Sept 14 & 15, 1996
Carlyle Sailing Association
Carlyle Lake, IL

This is a multi-class regatta featuring an array of mono-hull and cabin boats. This year, as in the past, the Flying Scot fleet has a separate start during the races. For questions regarding this year’s Whale, contact Jim Harris (314) 963-8404, Fleet Captain for FS Fleet 83 based at Carlyle Lake.

Glow in the Dark
Clinton Lake, IL
September 27, 28 & 29
Contact Mike or Steve (217) 359-5828 or Jerry or Sunshine (217) 355-1220

Candlewood Yacht Club Semi-Annual Invitational Regatta
Sept 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 Pridmore Memorial Round Robin hosted by the four Conn. Fleets.
Contact Frank Kiefenhauser (203) 746-4752 or Mike McCarty (203) 775-8402 for details.

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Horrocks/Polmer 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 Fleet Captain, Rob Kaiser at (516) 589-2487 or Paul Patin at (516) 563-9060.
Fleet 97 Invitational Regattas for 1996
Sept 28-29 Koningsberg
Oct 19-20 Pumpkin Patch
West River Sailing Club
Galesville, MD
Contact Roger Schererhorn, (301) 843-8952 or e-mail: rogerscher@aol.com

Cave Run Lake Grand Annual Regatta
Plus the
1996 Ohio District Championship
October 5-6, 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 Sprow (606) 231-8768 or our Ohio District Governor, Steve Brammer (304) 342-0159 with questions.

The Founders’ Cup
October 12th & 13th, 1996
Indian Harbor Yacht Club
Greenwich, CT
Flying Scot Fleet #7 will be hosting its sixth annual regatta, in memory of Chuck Retic (#27, #273, #906) 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-Q and Sunday awards lunch after racing. For registration forms and sailing instructions contact Josh Goldman, FSH #3913 at (203) 625-0768 or (212) 883-0365 (work).

DEADLINES
District Governors, Fleet Captains, Boat Owners, Friends...

Don't forget! Deadline is when I have to send your copy to the printer - so mail early!!

<table>
<thead>
<tr>
<th>DEADLINE</th>
<th>ISSUE</th>
<th>DISTRICT RESPONSIBLE</th>
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</thead>
<tbody>
<tr>
<td>August 15, 1996</td>
<td>November/December '96</td>
<td>OHIO</td>
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<tr>
<td>October 15, 1996</td>
<td>January/February '97</td>
<td>MIDWEST</td>
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<tr>
<td>December 15, 1996</td>
<td>March/April '97</td>
<td>NEW ENGLAND</td>
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<tr>
<td>February 15, 1997</td>
<td>May/June '97</td>
<td>MICHIGAN/ONTARIO &amp;</td>
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<td>April 15, 1997</td>
<td>July/August '97</td>
<td>GREATER NY</td>
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<tr>
<td>June 15, 1997</td>
<td>September/October '97</td>
<td>GULF</td>
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<td></td>
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<td>TEXAS</td>
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</tbody>
</table>

Flying Scot Skippers

WE KNOW ONE DESIGN

1ST 1995 MELGES 24 GOLD CUP Flying Scot Prices
1ST 1995 505 WORLD CHAMPION Main $450.00
1ST 1995 TARTEN TEN NATIONALS Jib $175.00
1ST 1995 J-24 WORLD CHAMPION Spinn. $345.00
1ST 1995 STAR WORLD CHAMPION
1ST 1995 SNIPE N.A. CHAMPION
OLYMPIC GOLD MEDAL STAR CLASS

$ Sails from the Sobstad one-design development center.
$ Sails from the Sobstad quality control system.
$ Sails with a Sobstad race winning pedigree.
$ Put the hammer down with a new set of Sobstad Sails.

Mid Winter Special $920 per suit
Gulf Coast only Fla. Ala. Miss. La. Tex. call 1 504 283 4058

1-800-5-SOBSTAD

25
Caveat Emptor

**FS 1118** - Light blue hull, white deck. JIB & main with window, 3 spinnakers (newest used 3 times). Trailer, motor mount, Harren hardware. Misc includes paddle, PFDs, etc. Good condition, located Houston, TX. $2500 Call Bill McIntire (713) 343-9391 evenings. (713) 275-8637 days. mcintire@sib.com


**FS 2992** - $3400. Custom flex built, yellow hull, red stripe, and white deck. Pencoilt tilt trailer; anchor, paddle, and life jackets. Harren equipped with 1 suit of sails. Dan Treadwell, Austin, TX. w:(512) 984-5205 or h:(512) 219-1062.

**FS 4145** - Douglass built. Ivory with blue trim; Schurr main, jib, and spinaker. Fisher main and jib; British Seagull 3hp outboard motor (hardly used) and bracket; Tee Nee trailer with spare tire. Anchor, mast hinge, and other accessories. Very good condition. $5400. Call Arnold Smith (864) 882-7834, Keowee Sailing Club, Seneca, SC.

**FS 4233** - Ivory hull deck, red stripe. Schurr sails, windowed, Tee-Nee trailer with spare. Never raced, seldom sailed, garage stored. Includes anchor, ropes, life jackets, bumpers. $5900 (412) 869-4117 Randall Bonzo, Baden, PA

**FS 4267** - Our move to the Virgin Islands necessitates reluctant sale of our "ITUNA". Douglass, white hull & deck, blue stripe, trailer, Schurr sails, spinnaker in beautiful shape. Located in Eagle River, Wisconsin and available about 7/1/96. $5500. Malcolm Proston, (800) 693-8782 or (715) 479-8450 in July and August.

**FS 4372** - Blue deck on white hull, Harren blocks, Harren jib roller furling system, jiffy reefing, mast hinge, Schurr windowed sails, Spinnaker w/pole, bow flotation bags, compass, motor mount, and Tee-Nee Trailer w/spare tire. Dry sailed lightly. Boat near Seattle. Contact Ron Nelson (509) 656-2256. $4500


**FS 4812** - White w/blue trim, perfect condition, daysailed only 20 hours. Spinnaker and complete performance rigging but never raced, boom cover, flotation, Evinrude JR. outboard, Shorelader trailer. Shorestation lift. $8500 Call Keith L. Carlson (218) 513-4002 Brainerd, MN

**FS 4948** - Like new, barely used with brand new trailer, custom cover and colorful spinnaker. Call Betty V. Summer at (703) 637-9381. Asking $9500


---

**Always-Ready boarding step**

Safe, reliable way to get back in your boat. Easy to install on the rudder (under 10 min). Easy to deploy even from in the water. Light weight and strong. $29.95

**Vang Guard**

Mechanical fuse designed to release, thus preventing the boom from fracturing due to excess vang loads. Installs between boom vang ball and vang tackle. Kit includes two spare fuses. $49.95

**Master Helper**

Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. Simple to rig. $59.95

Checks payable to Selby Bay Sailing Center are accepted. Please include $4.00 for shipping & handling. Satisfaction guaranteed. Maryland residents add 5% sales tax.

Call (410) 798-4146 or write:

Selby Bay Sailing Center, 1032 Old Turkey Point Road
Edgewater, MD 21037
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

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
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<tbody>
<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>$896</td>
<td>□ Spinnaker Triradial/Biradial</td>
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<tr>
<td>□ Main</td>
<td>$629</td>
<td>□ Spinnaker Crosscut</td>
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<tr>
<td>□ Jib</td>
<td>$267</td>
<td>□ Spinnaker Turtle</td>
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<tr>
<td>□ Mainsail Reel</td>
<td>$35</td>
<td>□ Brummels on Spinnaker</td>
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<tr>
<td>□ Mainsail Foot Shelf</td>
<td>$30</td>
<td>□ Centerboard Gaskets</td>
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<tr>
<td>□ Jib Radials</td>
<td>$30</td>
<td>□ Main Radials</td>
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</table>

Price includes bag, batons 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

JULY/AUGUST, 1996
**Flying Scot® Sailing Association Order Form**

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
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<tr>
<td></td>
<td>FSSA Burgees</td>
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<tr>
<td></td>
<td>FSSA Shirt</td>
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<tr>
<td></td>
<td>Colors: Red, White, Blue</td>
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<tr>
<td></td>
<td>Sizes: S, M, L, XL, XXL</td>
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<tr>
<td></td>
<td>with Boat #</td>
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<td>with any one name</td>
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<td></td>
<td>FSSA Hat (Red, White, Blue)</td>
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<tr>
<td></td>
<td>Roster Pages</td>
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<td>Handbook Updates</td>
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<td></td>
<td>Bumper Stickers</td>
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<td>(Shipping &amp; Handling included)</td>
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<td></td>
<td>FSSA Blazer Patches</td>
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**S & H CHARGES:**

- Merchandise Total
- *Add Shipping & Handling (S & H)*
- Subtotal
- Total Amount of Sale

**SHIP TO:** (Please Print)

- **NAME**
- **ADDRESS**
- **CITY**
- **STATE**
- **ZIP**
- **Telephone Number**
- **Method of Payment:**
  - Mastercard
  - Visa
  - Check (Payable to FSSA)
- **Credit Card Number**
- **Expiration Date**

**Signature**

*Mall Order Form To: Flying Scot® Sailing Association*

3008 Millwood Avenue • Columbia, SC 29205

- Credit card orders may be placed by calling 1-800-445-8829 between 8:30 am and 4:30 pm EST.

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---

**District Governors**

**CAPITOL DISTRICT**
Robert J. Post Jr.
HC 72, Box 881 Lake of the Woods
Locust Grove, VA 22508
(540) 972-7134

**CAROLINAS DISTRICT**
Donald G. Smith, Jr.
55 Tarmanore
Concord, NC 28027
Phone (704) 786-8532

**FLORIDA DISTRICT**
Thomas C. Hudson
986 Hass Ave. NE
Palm Bay, FL 32907
(407) 727-5117

**GREATER NY DISTRICT**
Joseph J. Gillick, Jr.
193 Willow Rd. West
Ridgefield CT 06877
(203) 438-9779

**GULF DISTRICT**
Dan Koenich
4 Navy Lane
Spanish Fort, AL 36527
(334) 626-7175

**MICHIGAN-ONTARIO DISTRICT**
Robin Collins
40 Cedarbank Crescent
Don Mills, ONT., CN. M3B 3A4
(416) 444-3959

**MIDWESTERN DISTRICT**
John J. Lott
525 W. Arlington, Apt. 571
Chicago, IL 60614
(312) 472-3451

**NEW ENGLAND DISTRICT**
James Cavanaugh
20 Bullard St.
Sharon, MA 02067
(617) 744-5088

**NY LAKES DISTRICT**
Ann Sedman
33 Huckleberry Lane
Belleville, NY 12019
(918) 877-8731

**OHIO DISTRICT**
Steve Ernamer
2107 Weberwood Dr.
S. Charleston, WV 25303
(304) 346-9673

**PACIFIC DISTRICT**
Charles A. Bench
4380 Charger Blvd.
San Diego, CA 92117
(619) 545-2715

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

**TEXAS DISTRICT**
Robert Harrington
3721 Larlat Lane
Garland, TX 75042
(214) 276-1954

---

Address Correction Requested