Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XL  NUMBER 6  NOV/DEC 96

...1996 NAC Results
...Ohio District Reports
When You Give It All You've Got
Shouldn't Your Sailmaker
Do The Same?

NORTH NORTH AMERICAN
HIGHLIGHTS
Championship Division:
1, 2, 4 (of the top 10)
Challenger Division:
1, 3, 4, 5 (of the top 10)

At North Sails we believe your sailmaker should work as hard as you do to help you get your best results. That's why you'll always find us where you need us - on the water testing new designs, in the shop building the strongest fastest sails on the circuit, and at regattas, helping you tune your rig, giving you tactical tips or just talking Flying Scot Sailing. We love to see our customers perform the rest, so we'll work as hard as you do to help put you on top.


Flying Scot®
Sailing Association
3008 Millwood Ave.
Columbia, S.C. 29205
803-252-5646
1-800-445-8629
FAX (803) 765-0860

PRESIDENT
Terry Dees-Kolenich
4 Navy Lane
Spanish Fort, AL 36577
(334) 630-7175

FIRST VICE-PRESIDENT
Daniel Goldberg
343 Middlegrain Dr.
Bethel Park, PA 15102
(412) 831-1142

SECOND VICE-PRESIDENT
James B. Harris
775 Howell Street
Darien, CT 06820
(203) 997-3011

SECRETARY
Jack McClain
1020 Chesapeake Dr.
Huffington Estates, IL 60195
(847) 991-8092

ADVISERS

P. Lewis McPherson
33 Hideaway Lane
Rockville, NY 12019
(518) 877-8731

IMMEDIATE PAST COMMODORE
Bernard A. Knight
460 Inverness Court
Hudson, Ohio 44236
(216) 342-3541

PSSA MEASURER
Robert J. Hall
1020 Old Turkey Point Rd.
Edgewater, MD 21037
(410) 798-4446

EDITOR, SCOTS n' WATER
Lynne Darshane
Harmon P.O. Box 1022
Chippewa Falls, WI 54729
(715) 474-2200

DESIGNER (decors)
Gordon K. Douglas

EXECUTIVE SECRETARY
MaryAnn Crowe
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646

Contents
November/December 1996

21 Steering Fast in Waves
22 FSSA Annual Meeting
23 2nd Annual Crystal Ball Regatta
25 Flying Scot NAC Results
27 Flying Scot Women’s NAC Results
28 Special Award Trophy Winners
29 How We Can Attract More Juniors to the Junior NACS

Ohio District Report
4 The Only Known Flying Scot Christmas Decoration
5 Windjammerin’ Scots
9 Dick Was Delighted While Neptune Wept
11 Bad to the Bone
13 Fleet 65 Carries Long History
14 A Mainsheet Rigging Tip
15 An Ohio Inland Lake Sailer, See Scots and Crews Put To The Test Off Rockport, Mass.
16 The Race within the Race
17 Getting the Most Out of Your Scot
20 Speed Under Sail

In Every Issue
30 Flying Scot New Membership
29 Caveat Emptor

ADVERTISERS

Scots n’ Water
Registered Trademark, Publication No. 1994-00679, Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume 40 No. 6, Subscription is $10.00 a year in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

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

Ad Rates: WSSA, 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 Darshane

2

3
The Only Known Flying Scot Christmas Decoration

by Patrick M. Glazier FS 2253
Fleet Captain of Fleet 1

Greetings to all Flying Scot sailors from Fleet 1 at Cowan Lake, Ohio. We were the original charter fleet incorporated in 1956 at Cowan Lake, Ohio. Our lake is 2 miles long by ¾ mile wide, situated about half way between Columbus and Cincinnati, Ohio, and about 6 miles Southwest of Wilmington, Ohio. We currently have 45 Flying Scots registered to our Fleet and put an average of 12-15 Scots on the line for our Sunday afternoon races. Our sailing season extends from April through October. We have 2 races every Sunday, making it possible to race 60 races a season. Most of our sailors participate in an average of 10 to 35 races each year. Cowan is infamous for its wind shifts, but we do have good winds in the Spring, early Summer, and Fall. August is typically rather light air.

Every year we host the Pig Roast Regatta on the 3rd weekend in June. In 1997 we are hosting the 40th Anniversary Regatta in conjunction with the Pig Roast and the Ohio District championships. This regatta will be held on June 21st and 22nd. 1997. We would like to invite all interested Flying Scot sailors to attend the 40th anniversary– complete with a real roast pig on Saturday night. Around 55 boats sailed in the 35th anniversary regatta and we are expecting a large turnout for the 40th also. We plan to have divisions for Championship, Challenge, and Novice. We are also planning a trophy for the best Scot with a Parent/Child crew. This will be similar in concept to the Wife/Husband, and was proposed by Greg Fisher of North Saugatuck, Michigan.

In addition to sailing and racing, our Fleet is very active in training new sailors, helping with our club’s youth programs, and social events. We have a training regatta every Spring to help the new members with tuning, sailing and having fun with their Flying Scot. We donate some of our Scots to the Teen Camp program in the summer to help our young sailors learn crew work and spinner work and advanced racing. Last year 20 members of Fleet 1 went on a one week cruise on board the 100’ schooner “Heritage” out of Rockland, Maine on Penobscot Bay. A wonderful time was had by all and several couples are repeating the trip this year. We are also fortunate to have Mike Palm, (FS 1242), author/writer/teacher extraordinare who contributes many entertaining articles to Scots n’ Water and spends much of his free time teaching new sailors about our sport and Flying Scots. During the off season we have several fleet parties to keep the sailing memories alive when the snow and cold weather are upon us.

Our Christmas party has become rather famous (or notorious if you prefer). In the past few years we have held the Christmas party at our house and a tradition of some sort was started by my wife Debbie and I. We put our Flying Scot #2253 on the front lawn fully rigged and festooned with hundreds of lights. We put a skirt of blue plastic around the trailer to give the appearance of floating on water. A brightly lit plastic Santa Claus at the helm completes the decoration of a Flying Scot Xmas Ornament. We have had a steady stream of cars going by our house in December (picture enclosed) wondering what that unique lawn decoration is. Last year we were mentioned in a Cincinnati newspaper for Christmas light decorations to see. Needless to say, this has become the hit of the Fleet 1 Christmas party (partygoers have no questions as to where the party is!). The non-sailing neighbors seem a bit bewildered but say they like the rather unusual and unique Xmas decoration.

All of these activities and the cohensiveness of members of our Fleet have allowed us the honor of being selected Flying Scot Fleet of the Year three years in a row. We would like to thank all the Flying Scot sailors and the class association for selecting us for this honor. We hope to see as many of you as possible at the 40th anniversary regatta next summer. Good Sailing.

Windjammerin’ Scots
by Jack Rudy FS 4321

A survey of Cowan Lake Scotter’s was collectively dreaming bigger waters at our annual winter pot luck when a brochure hit the coffee table about Windjammering in Maine, out of Rockland in Penobscot Bay. The brochure described a 90 ft. (plus considerable bow sprit – 140 ft overall) schooner named Heritage. She sails with a crew of 8, plus 33 passengers, with passengers encouraged to range in activity from crewing and helming down to sitting at a good book. The Cowan Scotters booked 20 of the available berths before “our week” was filled; and after much waiting we finally came aboard on Sunday, Aug. 6.

Penobscot Bay. One starts by looking for it on a map of Maine, and not immediately recognizing it as a bay at all, since its so jam-packed with islands as to obscure the bay’s shape. But its there, found by going up Interstate 95, turning right on Rte. 1, catching a museum, antique shop or fish market or two on the way, and stopping at the right dock to catch your first look at a BIG WOODY.

Arriving there by overnight exposures the senses to Maine, culturally different. Sort of an Appalachian kind of back-in-time feeling, with sea coasts and rocks and fishermen/lobster men thrown in for background, and the traditional taciturn Mainer and his “bumpah stuckah” way of talking, all this evoking one in cultural discovery, “Down East”.

We eased into the Heritage experience by meeting Captains Doug and Linda Lee, joining the tour of the decks to locate heads and galley, with drop-offs in our assigned bunk rooms, and then a last night ashore to enjoy dinner in one of the seafood opportunities in Rockland, and finally mounting the gangplank to our assigned bunks. The first morning’s breakfast included the sharing of lore and rules that will be the SOP for the week. First rule is that we hoist sail at precisely 10:30, second rule is that when we have laid, its 10:30. And Capt. Doug has a cardboard clock with stationary hands to prove it. In general, the remaining rules were that we were invited to help out with whatever interested us, from sailing and sail setting to dish wiping and other chores in the galley; the important rule was not to fall down the ladder/steps.

After Monday’s breakfast we went on deck to goujallize supervise the morning’s activity, the cross-wind-complamented casting off. The 20th wind was blowing Heritage toward a neighboring parallel dock, about half her length to leeward. And we, as the lore of windjammering dictates, had no engine. Actually the Heritage engine lives in her captive tugboat which they call a yawboat. We learned, by watching and admiring, that an engine on a yawboat, since it can quickly switch from paddle to pusher, is a very versatile form of power.

Capt. Linda took time off from Captain Cook duties to man the yawboat as she swung to windward, then swung to tug Heritage straight sternward to sea; then, clear of the docks, lashed stern to windward; then throwing off the line and switching to pusher mode at the stern- reversed yawboat direction to push Heritage, now first, downwind; following Heritage’s turn to crosswind, and finally with some sea room, back up wind where we hoisted sails; and hoisted, and hoisted; and finally after filling away, one last hoisting chime.
the yawlboat and Capt. Linda were brought aboard. And we then observed that 160 tons of wood does actually move under force of just a breeze. The fun of experiencing all this from our own deck was heightened by having similar seamanship demonstrations going on with 3 or 4 similar Windjammers also leaving Rockland that morning, there are about a dozen in the Penobscot Bay area.

We would later learn-observe that our 160 ton wooden can also come about (through about 120 degree tacks) jibe in a pretty stiff breeze (looks and sounds like a circus tent as the main pole collapses), drop and recover her anchor in crowded harbors, and do other things that one associates with sailboats.

A typical day started with a choice of rituals for the morning, either (1) sleeping in, (2) walking the deck looking for a spot to sit that had already been dried of dew by a fellow passenger's sitting, or (3) getting into the galley talk by volunteering to help Capt. Cook, a.k.a. Capt. Linda, do whatever has to be done to feed her gaggle of 41 for a day. The galley wondersments deserve some attention. Its technology is "Early American"; a big wood burning stove, where all the day's bread is baked, and pies by the half dozen, and breakfast "sticky buns", and whatever soup and main course is on the menu. Picking up a veggie chopin' knife is an early riser's ticket to an early coffee, and the galley slant on life. The galley walls are lined with cupboards that house the usual kitchen hardware, spices, provisions, etc., as well as 3 or 4 banks for crew. (10) Mother Hubbard should be so lucky.) So there are some pretty sleepy crew faces starting first coffee. All this ends in a too-good breakfast, and ultimate discharge of hands to deck with the feeling that some exercise is necessary for calorie nullification. Which brings us to, "haul away" time, done

---

**We Know One Design**

The response to our new Flying Scot sail has been spectacular. These are sails with all the "bells and whistles" made from the finest cloth available with radial corners and rocked panel construction. We have applied the technology and materials that have made us leaders in other one design classes to the Flying Scot to bring you these sails at a very low price. The result: fast and durable sails at a great price.

<table>
<thead>
<tr>
<th>Flying Scot Prices</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Main</td>
<td>$591.00</td>
</tr>
<tr>
<td>Jib</td>
<td>$225.00</td>
</tr>
<tr>
<td>Spinn.</td>
<td>$395.00</td>
</tr>
</tbody>
</table>

* Sails from the Sobstad one-design development center.
* Full features, ready to race, highest quality materials.
* Sails with a Sobstad race winning pedigree.

**Special - $1089 per suit**

Gulf Coast only Fla. Ala. Mis. La. Tx. call 1 504 283 4058

---

**CHORUS**

We do this hard hard liftin' work without a bit of rancor
Away, haul away...

Because we're just so blank blank glad we're not tied to the anchor
Away, haul away...

Sean and Jess seen yesterday ahelpin' cook the bre-aad
Away, haul away...

We all thank God this fine morning that we didn't wake up de-aad
Away, haul away...

The sails were heavy, but had many hands a-hauling. The main was biggest and heaviest, with a small telephone pole as the gaff, followed by a lot of canvas, attached in turn to the larger-than-telephone-pole-sized boom which had to be lifted from its nightly resting place just a foot of way, that last boom lift was a hard tug. To do this, lines of 10 to 15 "persons" (PC) were formed on either side, one hauling the "peak", and the other the "throat". After both peak and throat were raised to the Captain's satisfaction we got the command, "two steps forward", which gave some slack for a quick first turn around a "belaying pin". Then the second command, "drop", which gave slack to throw the finishing wraps.

Then the process was repeated for the somewhat lighter "forest", so named, this land-lubber supposes, because it is in the middle, between the masts. Then the stays', and jibs', and the jib lop'is, and sometime we also hauled/tailored aboard the yawboat, somewhere in there we un-bunched the tops', a last minute hardchord look-alike with intricately complex rigging that sits above the main's and was stretched into its flying position. This whole operation must've consumed at least a calorie or two of the breakfast.

For our Heritage week, the mornings were calm, with beautiful, (mostly non-buggy) blue skies. This meant that 10:30 ship's card clock time was approximately matching my smuggled digital's 10:30 EDT; there was no wind to be wasted as we indulged a slow morning. Often the yawboat would push us through the morning calls to a noon-time stop for visiting the Wooden Boat School, visiting, Brimstone Island's surf-polished rocks, visiting Mt. Desert for a hike through the forest, or wherever seemed a good place to be around lunch time. The afternoon thermals kicked in about post-lunch (served

---

Continued from page 6 to a sea chanteys. Lines are hauled to the tune-rhythm of "Haul Away Joe" (Chorus) Away, haul away, we'll haul away together.

Away, haul away, we'll haul away Joe (Followed by innumerable verses, several of which are remembered below— we were invited to compose our own to commemorate faux pux, needles to shipmates, birthdays, or whatever.)

The Flying Scot main we left at home just weights pounds 21
(Away haul away, we'll haul away together)

But this here rag we're tuggin' on must go at least a ton
(Away haul away, we'll haul away Joe)

---

Continued on page 7
Dick Was Delighted
While Neptune Wept

By Barry Buckley FS 2107, Ft. Mitchell, KY

Dick Dage had been sailing about five years and as all serious racers was looking
forward to his first first.

His crew for this blustery day was the three Barry Dage (hereinafter named skipper) ordered crew to hoist the jib. Barry Buckley (hereinafter named crew) expeditiously did so and
there it vigorouslyuffed upside down bolsterously announcing to all within hoot that the boat was billowed with lather.

Assisted quickly doused the jib, re-hanked it to the forecastle and Old Yeller (hereinafter named boat) was off to the races.

Though winds were fresh, no further major faults occurred during the first race. However, the skipper determined that the rigging needed trim as there was a problem with the spinnaker halyard becoming fouled.

This required that the boat be beached, a line bent to the main halyard and the boat have on its side. Skipper determined to do this during the break before the second race.

To that purpose the boat was sailed to the far beach and ran aground. A line was made fast (or perhaps not so fast) to the main halyard and skipper and crew hove on the line to the point that the mainstay was almost within reach when the knot failed and the boat lurched upright. Undoubtedly the line was again bent to the halyard, hauled on by these stalwarts until the mainstay was nearly at hand when the skipper stepped into a hole, fell

The skipper stepped into a hole, fell upon his gustes maximus, lost his purchase and the boat hove upright.

upon his gustes maximus, lost his purchase and the boat hove upright.

This sorry scene was further made droll as these tripod swabs had intruded upon a clutch of canards (ducks) with their young and they had copiously deposited their droppings in the area. Skipper was barefoot but in such a manner because of the press of time and mishap that he was oblivious that the slot was angling under his feet and between his toes with every other step. Crew remained shod and silent.

By and by, having completed the desired trim, the boat was no sooner under way than she was further delayed being beached in nearby reeds by a malvolent puff.

Tempests had fugued and it was surely too late to be at the start line in time for the second race. But without pause, this never say die skipper sailed to the start line arriving as the horn sounded and without a single tack crossed first and remained so to finish with his first class.

It was reported that skipper stayed long at the club that evening savouring his victory.

Midwest Sailing
SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
313-426-4155 Fax 313-426-5532

NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from Midwest Sailing: outrigger, cunningham, boom vang, jib sheeting, main sheeting, and spinaker. crew hiking line, under boom main sheet loop, centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard rings; telescoping tiller extensions; spinaker poles; tiller, shroud and cockpit covers; the boat must-have wind indicators. Check your goose neck, helmsman winches and standing rigging; we stock replacements. Same day shipping on most Flying Scot parts, accessories and rigging kits.

NEW OUR SCOTS are unique. We take delivery of the boats without running them then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A Midwest Sailing Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are faster, 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 carefully — once before listing and then before delivery. All necessary repairs (keel, 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 Sailing's one year warranty. Call us today for our current listings.

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

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass 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 Sailing has many satisfied long-time customers throughout North America. We also sell and service Opti's, Sunfish, Laser, Bavarian, Hobie Antartika, Capri, and Outrigger. Call or fax us for details and prices today.

WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.

Fowler Sails, Inc.

Flying Scot mains, jibs, and tri-radial spinakers
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) 638-8855
Fax (305) 636-2620

9
Bad to the Bone
by Dan Goldberg, FS 4761

They say that all Flying Scots are
created equal, but I'm here to
tell you that it's not true.
Although they are all built to the
same specifications, my story (as you will
see) has convinced me that I owned
either the world's most unlucky boat,
or, more likely, a boat right from the
Twilight Zone!

It all started when I sold my first
boat and was about to order a new
one. I had seen a very sharp looking
boat at the Mid-Winters, with black
trim on a silver hull. Against my wife's
advice (she thought blue trim was
a better choice), I ordered a black and
silver boat. Bad move.

The first day we took it out of
the storage barn for its first trip to
the Mid-Winters was a nice spring
day, with a small chance of showers. Just
as we took it out of the barn, it started
to rain heavily, but the strange thing
was it was only raining right where
we were! There was no other rain
within miles! An ominous sign, but I
didn't realize it then.

The second incident happened
the next night in a motel parking lot in
Birmingham, AL. We had just pulled
in to register, and along came a
drunk driver who smashed into the
top of the mast. (That is why I now
have reflector strips all over the
upper portions of my mast.) We asked
Harry Carper for a replacement
plug the next day, and he was amazed
because no one ever breaks them! So
when we finally got to Mid-Winters,
we had already done a major repair
and the boat had not even been in the
water yet.

The Mid-Winters was windy and one
day it really blew. First we saw Larry
Taggart capsize, then Greg Fisher
went over. But we made it to the last
beat when I lost the tiller, the boat
rounded up, and the force of the wind
on the backed jib alone was enough to
knock us over. We got the boat up
right away but it was swamped and
unresponsive to all attempts to tow us
in. So we slowly drifted to shore,
where eventually we were pulled out.
However, there was major damage
to the bottom of the hull, and we.eventu-
ally had Harry do the repairs. Luckily
I carry boat insurance, so the bill
wasn't too bad. However, at this
point, I was starting to wonder about
the boat and it's continual bad luck.

As an aside, one aspect of this inci-
dent is apparently part of Mid-
Winters lore. My second crew that
year was an excellent sailor who
happened to be a very well-endowed
young woman. When the rescue crew
attempted to tow us, we sat on the
transom but there wasn't really
anything to hold onto. So me and my
first crew took advantage of her
natural assets, if you get my drift, to
hold on. (This is a family magazine so
I can't be more graphic!) But we were
all wearing full foul weather gear, so
it wasn't as exciting as some people
may have assumed.

The next day, after double-check-
ing that my boat insurance premium
was paid, we set off for the Mid-
Winters again. This time we made it
the way to the last race before we were
T-boned by a port tack boat. I
thought that at least this time we
could sail back in, but there was a
2-foot wide hole in the hull and we
were taking on water. So they towed us
in. Harry later said it was the second
worst crash damage he had ever
seen! Now I was convinced that this
boat was truly bad to the bone. This
time the insurance company totaled
the boat and wrote me a check. A lot
of people were sympathetic, but the
second crash was the best thing
that could have happened! It allowed
me to drive a stake into the hearts of
the boat and get a new one.

I love our new boat. This time I
listened to my wife and got a catal-
looking boat instead of an evil-looking
boat. She even helped me choose the
hull number and name it "Chai," which
is based on the Hindu word "LChaim." The best translation is "Let
the good times roll!"

Now I am not a superstitious
person, but I firmly believe that
everything that happened to the silver
and black boat was not just a series of
coincidences. That boat looked evil
and had a little black cloud that
followed it around. So if you ever
decide to buy a boat, I offer the follow-

ing advice:
1. Check the rigging, check the hull,
but most of all check the karma.
2. Listen to your wife!
Fleet 65 Carries Long History
by John S. Kleen

A wood Lake is situated in north-central Ohio, about 30 miles south of Canton. This man-made lake stretches about 7 miles, resembling a "S." The surrounding shoreline is a beautiful mix of farms, cottages, pine forests, and a resort. It is a beautiful location for boating, and the Flying Scot sailors that make up Fleet 65 continue to carry on the tradition.

A wood Yacht Club was founded in 1948, and sits on the south shore of the lake, just a few miles outside of Dover. I wasn't around at the beginning, but there are pictures of regattas hanging in the club, and it is clear that one-design sailing has always been a part of A wood. These old pictures show large contingents of Highlanders—usually men out rowing, and families along the shore—among children watching the races.

Many things about A wood have changed over the years. Most of the Highlanders are gone, and only a few Lightnings remain. Now on a Sunday afternoon, the lake is filled with large cruising boats, pontoon boats, and the ubiquitous jet skis. But one thing that hasn't changed is the ever-present group of Flying Scot sailors who, week in and week out, gather on Sunday afternoon to race. As one of the few remaining Fleet 65 sailors, we are proud to say that this year we increased our racing fleet to a weekly number of 7 boats, and sometimes as high as 10.

While the level of skill varies, as a group, we enjoy the camaraderie as well as the competition. Jack and Martha Stewart have often helped each of us, and have made us all better sailors and racing sailors. While winning certainly comes easy, it is always a battle right up to the finish. For those of you who have never sailed A wood, it features some of the most fluky wind on earth. But the challenge has made us better, and overall, we have a great time out there.

Fleet 65 has five racing series each season: Commodores' Series, Spring, Summer, Wednesday Evening, and Championship. We end our year with the Harvest Moon Regatta, hosted by the A wood Yacht Club. This regatta, now in its 46th year, usually draws about 25 Flying Scots. It is a wonderful time, and between the sailing and the great food, people keep coming back. (A wood Yacht Club is now also a micro-brewery, serving their own Main Sail Ale—It is definitely worth the trip just to sample that!)

And finally, for any of you who are wondering how the racing is going with my mom... you can find #4557 out on the race course every Sunday. And for us, perseverance has paid off. Last year we edged up on the pack, and this year, we won the summer series. And the most amazing thing—we won one of those races because we flew the spinnaker throughout most of the race. Yes, we still have those bad days out there, but by racing together for more than five years now, we have become a team to be reckoned with (most of the time).

So come join Fleet 65 on a Sunday! We would love to have you here at A wood Lake. The next Harvest Moon Regatta is September 5-7, 1999. Looking forward to seeing you then!
A Mainsheet Rigging Tip
by Dan Goldberg FS 4761

One problem that has always bugged me was my mainsheet wrapping around the top of the rudderhead during a jibe. I have seen many attempted solutions to this problem, including massive amounts of duct tape over the rudderhead, and passing the mainsheet through a frisbee just above the shackle to the rudderhead. I myself used an 8-inch length of wire between the mainsheet and the rudderhead, with partial success. However, at the 1996 North Americans I finally discovered the permanent (but simple) cure for this problem, thanks to Graham Hall who I gratefully acknowledge for sharing this idea with me.

The essential elements of the mainsheet rigging are shown in the photos. First, install an 8-inch length of wire (with micropressed loops at both ends) between the rudderhead and the mainsheet shackle. I placed a piece of plastic tubing around the wire to better protect things. Then, on the side of your tiller, install a cheek block about 14 inches from the rudder, and a small eyestraps near the front end. Then dead-end a piece of 1/4 or 3/16 inch shock cord about 3 feet long to the eyestraps, and run the other end through the cheek block. Attach a plastic hook to this end. Then hook onto a small length of line tied onto the mainsheet shackle. The whole job takes about 15-20 minutes, and all the parts can be ordered from Flying Scot Inc. if you don’t have them handy.

This should help all the really good sailors to avoid this problem to begin with by giving the mainsheet a sharp pull just as the boom swings across, but my timing isn’t always that good (especially in light air). The rigging shown in the photo works great by putting a forward pull on the mainsheet during the jibe, thereby preventing a wrap around the rudderhead.

An Ohio Inland Lake Sailor Sees Scots and Crews Put To The Test Off Rockport, Mass.
by Jim Grant, New Philadelphia, OH

I am not a Flying Scot owner, but have a keen respect for the performance of the boat and the ease of sailing it.

We live in the Awosting Lake region of Eastern Ohio and have enjoyed inland lake sailing. During the past few years I have had a keen interest in the Flying Scot boat. The Awosting Yacht Club has a fleet of a dozen or more boats with a regular race schedule. Through the generosity of George Ronting of Bolivar, Ohio I have sailed his Flying Scot. Here are some water ways. And... as a resident of Tuscarawas County, Ohio, I invite any Scot owner to enjoy the challenge and beauty of Awosting Lake.

Always-Ready boarding step
Safe, reliable way to get back in your boat. Easy to install on the rudder (under 15 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 wind loads. Installs between boom vang bell and vang tackle. Kit includes two splice fuses. $49.95

Mast 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. $55.95

Check euplyable to Seby Bay Sailing Center are accepted. Please include $6.00 for shipping & handling. Satisfaction guaranteed. Maryland residents add 5% sales tax. Call (410) 798-4164 or write to Seby Bay Sailing Center, 802 Old Turkey Point Road Edgewood, MD 21040.
The Race Within The Race
by Dan Goldberg FS 4761

TORONTO (AP) -- In a major upset, Team Canada narrowly edged the USA in the first Flying Scot Sculling Olympics at Stone Lake on August 17, 1996. Raced before a roaring crowd and a national-wide audience on ESPN as part of the 1996 Canadian Nationals, the eight-car Dancoons Canada defended the odds with brilliant display of teamwork and strategy. The victorious Canadians are shown in the accompanying photo as they triumphantly returned to the dock.

The pre-race US Team was undefeated going into the race, but Team Canada was optimistic about their chances. "We have been practicing every week since the ice on the lake finally melted in late June," said Canada's skipper, Colin Kline. "We figured the USA would load up with deck tops, but we knew that technique, strategy, and tactics were more important than brute strength."

The US started as the heavily favored port end of the line, but Canada caught the first shift and took the lead. The US slowly gained, but Canada used a power ten to regain a safe lead, then withstood a desperate US tasking duel to win by half a boat length. "The Canadians were really in sync," said Gary Johnson, ESPN analyst.

"The inability of the US to steer in a straight line was also a factor," he added.

News of the great victory spread, and people were reported dancing in the streets of Toronto, Peterborough, and Juniper Island. However, the winery's in Las Vegas were not as happy. "I thought the US was a sure thing," said one disconsolate bookie after suffering a major loss. "I guess I learned my lesson," he added.

Getting the Most out of Your Scot
(A Love Story)
by Mike Palm, FS124Z, Fleet 1

For those of you who have read some of my other articles, it will be no surprise that I love my Scot. We all love to sail, we all love boats. If you are reading Scoot 'n Water, you also love the Scot.

It is for good reason. The Scot is a love boat. It is the perfect design solution, balancing the need for agility (for fun) and stability (for family safety). Sandy Douglass, The Amman and The Carpenters are a continuum of character and collegiality that make this class so popular. I also have a special regard for Sunshine Hartman, who has broadened the appeal of Scot's N Water beyond the realm of racing aficionados.

I am not against racing. I suggest that, using the Scot for racing only is like performing that Russian guy's Violin Concerto in D as a solo piece. "Not that the soloist's part is not beautiful, but that virtuosity is absent," but it is the blending of all the instruments gives us a full range of the musical emotions the composer intended. Sandy Douglass was not a one-dimensional sailor.

Sandy designed the boat with a roomy cockpit. Racing is most common with a crew of two, sometimes three (if the wind is up) and rarely four. (Try 4, the boat performs better with 4 than with reeled sails.) He also designed it so that one person could erect the mast and sail single-handed. How many of you have raced with five on board? I have. We had a ball. The thrill of the start was not diminished, not the slightest. Besides, who would want to tackle a Scot with a thousand pounds of raming inertia? I could have taken more persons on board. Sandy designed the boat to cruise with 8.

I love you, Flying Scot. Let me tell you the ways.

Racing (run-in), n. MF North, esp. Sailboat (see dinghy). 1. an affirmative action employment plan for marriage counselors, therapists and support groups. 2. an activity that empowers skippers to convince sponsors to allocate $1,600/year for sails. 3. an event to fill the blanks in the Franklin Planner (see yuppy). 4. what to do when cruising becomes boring.

My racing record is limited and without merit. The anecdotes are separately chronicled in an article titled, "Why I Like Sculling," which was a response to another Scot sailor's article called "Why I Like Racing," which I could see his point of view. I, too, feel the thrill of victory, winning the start, taking a flyer on port tack and rounding the first mark 20 meters ahead of the rest of the fleet on starboard, leading on the last leg of two around, olympic finish, beating Caroline Freeman, There is no agony of defeat, Competition is living.

I race, serve on race committee, help at regattas, and crew, when asked. The problem is that the vast majority of Scot sailors materialize Sunday noon and turn into pumpkins at 4:00 pm. That's 29% utilization of a major investment. The Carpenters tell me a new Scot and trailer (less spinner and go-fast stuff) costs $10,400. 80 hours use per year for 10 years is $1,250/year. Sound reasonable? 2% of $10,400 = $208. That is not getting much bang for the buck.

Being retired and serving as club Harbor Master, I spend a lot of time at the lake. On Monday through Friday, except for Wednesday afternoon, the Air Force could use the lake for bombing practice and not injure a sailor or sailboat. On Wednesday, up to 10 sailboats are out. On Saturday, except for regattas, 12 max. Our club registers 250 boats. On Sunday morning you could safely use the club grounds for rifle practice.

From a selfish point of view, I like having my own private club and lake. I can do what I want, when I want, without the risk of collision. I can even play Mozart tapes on my stereo, without giving offense. (Our club disallows any form of music broadcast, even if in good taste.)

From the point of view of building the fleet and swelling the ranks of sailors, I would like to see the lake fill everyday as it is for the brief race time on Sunday, not instead of racing, but in addition. Here are some things to consider.

Cruising What to do when no one will crew for you anymore. A way of examining the piston and stem of water lines. A way to explore interesting nooks and crannies.

The Scot is a great boat for cruising. Sally Russell wrote a good article on cruising her local water on the Gulf of Florida. It was impressive to hear another cruiser share how to best set up the roomy Scot for long term cruising. It is a great example of a way to extend the use of a Scot.
Once rigged for road travel, the Scot will follow you anywhere. Even fourteen-year-old cars won’t know the boat is there. The danger is the driver tends to forget.

Stopping at lakes with a large fleet of Scots is fun and collegial. Stopping at lakes without Scots is even more fun. Everyone wants to find out what it is and what it does.

The boat draws so little that you can pull up under the powerboard and paddle around through the lily pads to creep up on birds, mammals and people who find new ways to extend the use of a canoe. (I couldn’t do that in my prime.) The boat is strong enough to take the ocean. With luck you can surf in. Best to surf into an inlet rather than a beach.

I am glad to see the ‘96 North American was followed by a cruise in the Thousand Island area. That is a perfect balance. One week of racing, one week of cruising. I am glad to see the increase in non-racing articles in SCCA’s Water. I am also pleased to see more stories written by women. Sunshine Hartman has provided the leadership to make the magazine much more readable. She deserves the Editors Award, but is too modest to propose it. Let us nominate her. Am I unanimous in that?

Mentoring. A way to make sure your bad habits do not expire when you do. A great way to meet members of the opposite sex.

This is a serious thesis, but not without humor. At retirement, it seemed none too early to pass on boat handling experience gained over 50 years and four continents. Watching Rod Cross, Club and dealer training convinced me the best boat for training is the Scot. The Laser and Sunfish are not typical dinghies. The MC-26 is like giving your kid his or her first driving lesson in a Corvette. Through trial and error, I have found that small women without prior experience make the best “strikers”. With one exception, men spend so much time telling what they know that they miss what they don’t know, thus, the need to build a foundation for one skill before starting on the next.

I have now worked with four young and middle aged women. I do not charge for lessons and take care of all boat expenses. It is a form of tutoring. It is something I do with absolutely no hope or desire to gain anything from my efforts, except the satisfaction of seeing the “striker” succeed in their own personal achievement goals.

It has been a complete surprise to me. I have never felt more fulfilled. I am constantly amazed at the power of the mind, the development of coordination and the joy in the faces of the women as they move up the skill ladder. I am embarrassed to admit that I get more out of it than do they. These women become a base for our sailing future. Each looked me in the eye and promised to pass on the craft, when it is their time.

Two of the women have become close friends. They tell me that learning to sail gives them more confidence in other life matters and a desire to tackle other new adventures.

I recommend mentoring programs to each and every one of you. It can be done at more than one level. Junior and Senior High schools, religious centers, challenged persons, universities, outboard, credit card, fellow club members. Put your minds to it. I am sure you can find people of all ages and situations that can benefit from all the things that go with being outdoors in all kinds of weather near a body of water.

I have spent more time on my boat, while mentoring, than any period before I started sailing. I have never laughed as much as I have with the four women involved. I have never been more satisfied with any decision to get involved in volunteer work. Do it your way, but do it. It’s good for you. It’s good for the Flying Scot Fleet. The boat sells itself.

Continue on page 18

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

Here are the simple facts:

A white acrylic cover lasts on average 2-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck covers last an average of 7-10 years. Now how long? We know because we’ve been manufacturing and specializing in design boat covers for over 25 years. And we make both Acrylic and Poly Army Duck Covers.

Acrylic colors are 50% lighter than Vinyl or Sunbrella. They are light, weighty and colorful but won’t hold up to outdoor weather effects or hailstones. And the dark colors hold heat which can cause serious damage to your boat.

Poly Army Duck covers are great for heavy duty service, water storage, training and mooring. The regular long lasting fabric is available in your choice of three light colors.

Other manufacturers have introduced out cover designs but none has matched our outstanding quality. Our brands are thinner in all applications and we put more reinforcement at all stress points than anyone.

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

**The Sailor’s Tailor**

11-14 Belvedere, Bel RR, OH 43005

**INVEST IN THE BEST!**

**VISA/MC ORDERS CALL SANDY: (513) 862-7781**

**MOORING FROM $43**

**FILL DECK COVER FROM $59**

**TRIMMING AND MOORING VERSIONS FROM $120**

**COCKPIT FROM $218**

**INVEST IN THE BEST!**

**SCOTS n’ WATER**

Continued on page 19

SCOTS n’ WATER

Continued from page 17

Twelve bucks for the rig, ten bucks for the hardware to attach it to the Scot, and a lot of good advice from Eric Ammon is all it took.

You will need a harness. The Hobie sailors call it a diapetor. There are two kinds. The full built up harness, or the belt only support. Unless you plan to spend 8 hours on the ocean, the belt support is more than enough. I could have gotten through the summer without breaking the bank from my Hobie associates, but they came in such wild colors, I spent $75.00 to get one that matched my Scot color scheme.

I got the idea from a middle aged, outdoor, athletic woman friend, who asked me if I could use a trapeze on the Scot for sport cruising this summer. I thought, “It’s against the class rules.” Second thought was, “There is no problem as long as it is not used in class sanctioned races where measuring is involved”. The
Speed Under Sail
by Bob Summerfeldt, FS 264-Fleet 165
Cave Run Lake, Morehead, KY

A few years ago, I compiled this trim chart which indicates relative amounts of various sail adjustments and their basic relationships for the four basic wind regimes. This was assembled from trimming guides from various sailmakers, magazine articles, Dr. Stuart Walker's book "A manual of Sail Trim" and other sources. While this was developed specifically for my Flying Scot and some of the specifics have since been improved upon, the principles are broadly applicable to all boats. With this as a starting point, one should be able to develop a similar set of adjustment descriptions based on what works in which wind strengths. This chart can and should be expanded to include other variables, such as crew position and weight (both athwartships and fore-and-aft), centerboard position, heel angles, values for rig tension, and other items affecting speed and velocity made good to windward.

Trim Chart

<table>
<thead>
<tr>
<th>Going to Windward</th>
<th>Light</th>
<th>Medium</th>
<th>Heavy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air</td>
<td>10</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>Sea</td>
<td>10</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>Wind Speed (MPH)</td>
<td>10</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>Gear (Dr. S. Walker)</td>
<td>Low Low</td>
<td>Low Low</td>
<td>Low Low</td>
</tr>
<tr>
<td>Adjustments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twist</td>
<td>none</td>
<td>minimum</td>
<td>more</td>
</tr>
<tr>
<td>Top Rater</td>
<td>out 5 deg</td>
<td>parallel in out 5</td>
<td>out 5 to 10 deg</td>
</tr>
<tr>
<td>Sheet</td>
<td>loose</td>
<td>play puff</td>
<td>play way out</td>
</tr>
<tr>
<td>Vang</td>
<td>off</td>
<td>no slack</td>
<td>maximum</td>
</tr>
<tr>
<td>Leech Tethers</td>
<td>flowing</td>
<td>flowing</td>
<td>flowing</td>
</tr>
<tr>
<td>Shape</td>
<td>flat</td>
<td>very flat</td>
<td>very flat</td>
</tr>
<tr>
<td>Draft Location</td>
<td>back</td>
<td>back middle</td>
<td>forward</td>
</tr>
<tr>
<td>Orchard</td>
<td>off</td>
<td>tight</td>
<td>very tight</td>
</tr>
<tr>
<td>Cunningham (screw cloth)</td>
<td>minimum</td>
<td>more*</td>
<td>*check wrinkles</td>
</tr>
<tr>
<td>Halyard (cloth)</td>
<td>minimum</td>
<td>more*</td>
<td>*check wrinkles</td>
</tr>
</tbody>
</table>

Jib

<table>
<thead>
<tr>
<th>Twist</th>
<th>Light</th>
<th>Medium</th>
<th>Heavy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top Rater</td>
<td>out 10-15 deg</td>
<td>parallel</td>
<td>out 10-15 deg</td>
</tr>
<tr>
<td>Sheet</td>
<td>loose</td>
<td>full</td>
<td>full</td>
</tr>
<tr>
<td>Vang</td>
<td>off</td>
<td>flat entry</td>
<td>medium flat</td>
</tr>
<tr>
<td>Leech Tethers</td>
<td>back</td>
<td>medium</td>
<td>medium</td>
</tr>
<tr>
<td>Shape</td>
<td>forward</td>
<td>forward</td>
<td>forward</td>
</tr>
<tr>
<td>Draft Location</td>
<td>minimum</td>
<td>more*</td>
<td>more*</td>
</tr>
<tr>
<td>Orchard</td>
<td>tight</td>
<td>flow</td>
<td>flow</td>
</tr>
</tbody>
</table>

Miscellaneous

| Rate Dimension | 28-30° | 28-30° | 28-30° |
| Shroud Stop    | 2°    | 2°    | 2°    |
| Forestry Sag   | les (by tension) | medium | less |

Steering Fast in Waves
by Paul-Jon Patin, FS 4969
as published in Sailing Today News

How many of you have been asked when sailing close-hauled to hold a course or maintain a course against the wind, "How do you keep the boat from getting away from you?" I mean the boat is moving in the same direction as the wind, but sometimes it seems as if it's going to get away from you. The answer is that the boat is not really going away from you; it's just that you are not using all of the boat's capabilities. A boat's performance is not limited by the wind, but rather by the way it is trimmed and handled by the crew.

To avoid losing control of the boat, you need to understand how the boat will react to changes in trim. This is where the trim chart comes in. By adjusting the trim of the sail and the boat, you can control the boat's performance and keep it on course.

When sailing close-hauled, the wind direction is the same as the boat's direction. To keep the boat on course, you need to adjust the sail and the boat's trim to counteract the wind's pushing force. This is done by adjusting the sail's position and the boat's weight distribution. The trim chart provides guidance on how to make these adjustments for different wind conditions.

In summary, the key to steering fast in waves is understanding how the boat will respond to changes in trim. The trim chart is a valuable tool for this purpose, as it provides guidance on how to adjust the sail and the boat's weight distribution to keep the boat on course. By using the trim chart, you can control the boat's performance and maintain your course in close-hauled conditions.
Flying Scot Sailing Association Annual Meeting

NAC, Tuesday, July 2, 1996, 7:30:p.m, Oswego, New York

THE ANNUAL MEETING OF THE FLYING SCOT SAILING ASSOCIATION WAS HELD ON TUESDAY, JULY 2, 1996, 7:30:P.M. AT THE OSWEGO YACHT CLUB IN OSWEGO, NEW YORK.

Dave Jacobsen, president, called the meeting to order and welcomed everyone. Jacobsen thanked Fleet 159 for all of their work in putting together this regatta. Special appreciation was expressed to Chris and Jeanne Kotoro and the Oswego Yacht Club, MaryAnn Crews presenting the Executive Secretary's cap to Dave Jacobsen. Past winners were recognized. Harry Carpenter was recognized for winning the US Sailing Sporstar of the Year award. Jacobsen expressed sadness that John Pridmore, our treasurer, died unexpectedly last year and will be missed. Margaret Pridmore, who made a special trip to be present, was recognized. Next year's regatta dates and places were announced: Mid Winners, Panama City, Florida, October 11-12; Wife-Husband, Ryder Club of Jacksonville, NAC in Lake Norman, August 1-8. Dave Akles, chair of the 1997 NAC issued a special invitation to all to attend. A motion was made, seconded, and passed to dispense with the reading of the minutes.

OFFICER REPORTS:

1st Vice President Terry Does-Kolenich announced that the Fleet of the Year award would go to Fleet 1, Lake Cowan.

2nd Vice President Dan Goldberg had no report.

Secretary/Treasurer Jim Harris had no further report. Copies of the financial statement and minutes were available.

Editor Sunshine Hartman was not present at the meeting.

Measurer Bob Neff had no report.

Bernie Knight reported for the nominating committee:

President ......................... Terry Does-Kolenich
1st VP .................................. Dan Goldberg
2nd VP ................................. Jim Harris
Secretary ............................. Jack McClurkin
Treasurer ............................. Peter Skelton
Measurer ........................... Bob Neff
Editor .............................. Sunshine Hartman
Nominating Committee Member .......... Paul Moore

Commodore:......................... Dave Jacobsen
Immediate Past Commodore........... Bernie Knight
The floor was open for further nominations. There being none, the motion was made, seconded and passed to accept the entire slate by acclamation. The motion carried.

Crews read the suspension and revocation of fleets:

Revoked: .................................. Fleet 33
Fleet 123

Suspended: ............................. Fleet 12

Jacobsen reported that Palmer Davis had put a page on the Internet for FSSA. This has been turned over to a Committee and Headquarters to keep the page up to date. He announced that due to cost of living increases it has become necessary to increase dues for the first time in eight years. Membership fees will increase by $5 in each category.

Crews called the roll of fleets and all motions were voted on and carried.

Jacobsen introduced the new president, Terry Does-Kolenich. She presented the check to Dave Jacobsen and with much appreciation for all of his time, efforts and dedication to the Class. Kolenich recognized the other Board members present. There being no further business, the meeting was adjourned.

DEADLINES

<table>
<thead>
<tr>
<th>Deadline</th>
<th>Issue Date</th>
<th>District</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/15/96</td>
<td>Mar/Apr '97</td>
<td>NEW ENGLAND</td>
</tr>
<tr>
<td>2/15/97</td>
<td>May/June '97</td>
<td>MICHIGAN</td>
</tr>
<tr>
<td>5/15/97</td>
<td>Jul/Aug '97</td>
<td>GULF</td>
</tr>
<tr>
<td>9/15/97</td>
<td>Sep/Oct '97</td>
<td>TEXAS</td>
</tr>
</tbody>
</table>

2nd Annual Crystal Ball Regatta

Crystal Sailing Club's Flying Scot Fleet 41 hosted the Second Annual Crystal Ball Regatta on August 10th & 11th. Nine boats participated in a 5 race regatta marked by light and shifting winds. Concentration was the order of the day to catch the circling winds. Steve Last with Bonnie Wallthorn crewing kept their cool and sailed a nearly perfect series. Kent and Preetja Davis finished second with the crew of Doug Christiansen and Fritz Wagner a very close 3rd (tie breaker ended).

The Sailing Club demonstrated their traditional hospitality with nearly the entire club membership volunteering.

RESULTS:

1. Steve Last ..... 7.25
2. Kent Davis..... 12.75
3. Doug Christiansen 12.75
4. Chuck Sorrell ..... 17
5. Bruce Kortege ..... 24
6. Bob Saukas ..... 31
7. David Miller ..... 58
8. Roger Boyer ..... 40
9. J.D. Poulos ..... 41

THE NEXT BEST THING TO A NEW FLYING SCOT!

EXQUISITE JACKET WITH A 70 THOUSAND STITCH FULL-BACK EMBROIDERED DESIGN OF YOUR FLYING SCOT

INDIVIDUALLY MADE, YOU SPECIFY THE COLOR OF YOUR BOAT AND THE NUMBER ON YOUR SAIL, MAKING YOUR JACKET A ONE-OF-A-KIND
ALSO, THE FLYING SCOT NAME AND INSIGNIA ARE EMBROIDERED ON THE LEFT CHEST

POLAR FLEECE LINED 3-SEASON JACKET
• Similar to, but much nicer than LL BEAN or LAND'S END brand
• Wind-proof taslan nylon shell; 600 gram fleece lined; lined stand up collar; Hip length

THE SAME LARGE EMBROIDERED DESIGN IS AVAILABLE ON A HEAVY WEIGHT SWEATSHIRT

A to Z Embroidery
P.O. Box 758
Williston, VT 05495
(800) 892-6502
(802) 879-1779
Welcome to the World of the Flying Scot!

(Simply complete this form, enclose payment and mail to FSSA, 3008 Millwood Avenue, Columbia, SC 29205)

Name: ____________________________ Phone: ____________________________
Address: ____________________________ Boat #: ____________________________
City: ____________________________ State: ____________________________ Zip: ____________________________
Fleet: ____________________________ Renewal □ New □

METHOD OF PAYMENT:

□ Check (Please enclose with this form) Name on Card: ____________________________
□ Credit Card (circle one) MC VISA AMEX □
Signature: ____________________________ Card #: ____________________________ Exp.: ____________________________ Amount Enclosed: ____________________________

FLYING SCOT® SAILING ASSOCIATION

Q ACTING MEMBER $25 (Fleet owner; part owner; or designated club member of YC owning a FSSA)
Q ASSOCIATE MEMBER $25 (Non-owner who has been for at least 3 months part of the regular crew of a specific FSSA whose owner is an active member; part owner or another part owner in an active member; wife, husband or child of an active member; or designated YC member of YC that have active memberships on all Flying Scot owners.)

Q FAMILY MEMBER $25 (Combination of one active member and unlimited associate members who are all members of the active member's immediate family and are racing at the same address; there is one vote per family membership, and only one member of the family may hold office. The active member is the only member to get FSSA mailings with this classification. Last name owner of family)
Q SUSTAINING MEMBER $25 (All other non-owners of FSSA)
Q SPONSORING MEMBER $50 (Company or individual who provides products and/or services to the membership or who has a special interest in FSSA)

Scots’ Water subscriptions price of $8.00 included in all active membership dues.

Q TRANSFER OF OWNER $5.00 (Transfer of records and reissuance of Registration Certificate needed for purchasers of used Flying Scot ships.)

AS A MEMBER OF THE FSSA YOU WILL RECEIVE:

• Scots’ Water, our official publication, which is published six times a year, available only to members.
• It means that you will receive a copy of the official handbook as well as the roster of all Flying Scot and their owners.
• It means you can attend and compete in the North American Championships, the annual Mid-Winter Regatta, the Sandy Douglas Regatta and many other official Flying Scot events, such as District and Local Regattas.
• Most importantly, you will protect your Flying Scot value.

SCOTS’ WATER

Flying Scot North American Championship

This year’s NAC was an outstanding success thanks to Regatta Chairman Chris and Jeanne Ronson and the many others who helped.

Ed Note: The Ronson’s crew sent a wonderfully detailed and organized report to SW with many pictures. Thank you! Many thanks also to Dick Benc for the excellent photos he took while doing race committee.

QUALIFYING RACES • TUESDAY, JULY 2, 1996

CHAMPIONSHIP DIVISION

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Skipper</th>
<th>SEC</th>
<th>Masters R-1</th>
<th>R-2</th>
<th>R-3</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Greg Fisher</td>
<td>B</td>
<td>0.75</td>
<td>0.75</td>
<td>0.75</td>
<td>2.25</td>
</tr>
<tr>
<td>2</td>
<td>Graham Hall</td>
<td>A</td>
<td>2.00</td>
<td>0.75</td>
<td>0.75</td>
<td>3.50</td>
</tr>
<tr>
<td>3</td>
<td>Denny Wettstein</td>
<td>C</td>
<td>5.00</td>
<td>6.00</td>
<td>2.00</td>
<td>13.00</td>
</tr>
<tr>
<td>4</td>
<td>Harry Carpenter</td>
<td>A</td>
<td>7.00</td>
<td>5.00</td>
<td>7.00</td>
<td>19.00</td>
</tr>
<tr>
<td>5</td>
<td>Mike Cullen</td>
<td>A</td>
<td>3.00</td>
<td>3.00</td>
<td>14.00</td>
<td>20.00</td>
</tr>
<tr>
<td>6</td>
<td>David Hart</td>
<td>B</td>
<td>4.00</td>
<td>16.00</td>
<td>-</td>
<td>20.00</td>
</tr>
<tr>
<td>7</td>
<td>Joy McNeill</td>
<td>C</td>
<td>2.00</td>
<td>17.00</td>
<td>4.00</td>
<td>23.00</td>
</tr>
<tr>
<td>8</td>
<td>Charlie Butler</td>
<td>B</td>
<td>9.00</td>
<td>6.00</td>
<td>8.00</td>
<td>23.00</td>
</tr>
<tr>
<td>9</td>
<td>Peter Christian</td>
<td>D</td>
<td>6.00</td>
<td>12.00</td>
<td>6.00</td>
<td>24.00</td>
</tr>
<tr>
<td>10</td>
<td>Bruce Knight</td>
<td>D</td>
<td>4.00</td>
<td>9.00</td>
<td>11.00</td>
<td>24.00</td>
</tr>
<tr>
<td>11</td>
<td>Jack Stewart</td>
<td>D</td>
<td>3.00</td>
<td>16.00</td>
<td>8.00</td>
<td>27.00</td>
</tr>
<tr>
<td>12</td>
<td>Jack Goldman</td>
<td>B</td>
<td>8.00</td>
<td>3.00</td>
<td>18.00</td>
<td>29.00</td>
</tr>
<tr>
<td>13</td>
<td>Dan Goldberg</td>
<td>A</td>
<td>13.00</td>
<td>7.00</td>
<td>10.00</td>
<td>30.00</td>
</tr>
<tr>
<td>14</td>
<td>Peter Salmon-Cox</td>
<td>D</td>
<td>Masters</td>
<td>0.75</td>
<td>26.00</td>
<td>2.00</td>
</tr>
<tr>
<td>15</td>
<td>Frank Gibson</td>
<td>D</td>
<td>Masters</td>
<td>9.00</td>
<td>1.00</td>
<td>18.00</td>
</tr>
<tr>
<td>16</td>
<td>David Jacobson</td>
<td>C</td>
<td>10.00</td>
<td>9.00</td>
<td>12.00</td>
<td>31.00</td>
</tr>
<tr>
<td>17</td>
<td>Jim Leggott</td>
<td>B</td>
<td>5.00</td>
<td>4.00</td>
<td>22.00</td>
<td>31.00</td>
</tr>
<tr>
<td>18</td>
<td>Peter Sandlin</td>
<td>B</td>
<td>17.00</td>
<td>13.00</td>
<td>3.00</td>
<td>33.00</td>
</tr>
<tr>
<td>19</td>
<td>John Tate</td>
<td>B</td>
<td>12.00</td>
<td>8.00</td>
<td>13.00</td>
<td>33.00</td>
</tr>
<tr>
<td>20</td>
<td>Ded Curless</td>
<td>D</td>
<td>Masters</td>
<td>12.00</td>
<td>19.00</td>
<td>3.00</td>
</tr>
<tr>
<td>21</td>
<td>Charles Fowler</td>
<td>A</td>
<td>Masters</td>
<td>13.00</td>
<td>10.00</td>
<td>12.00</td>
</tr>
<tr>
<td>22</td>
<td>Dave Rekon</td>
<td>D</td>
<td>Masters</td>
<td>8.00</td>
<td>11.00</td>
<td>16.00</td>
</tr>
<tr>
<td>23</td>
<td>Steve Bischoff</td>
<td>D</td>
<td>Masters</td>
<td>9.00</td>
<td>17.00</td>
<td>12.00</td>
</tr>
<tr>
<td>24</td>
<td>Larry Taggart</td>
<td>A</td>
<td>Masters</td>
<td>26.00</td>
<td>7.00</td>
<td>5.00</td>
</tr>
<tr>
<td>25</td>
<td>Paul Lee</td>
<td>A</td>
<td>Masters</td>
<td>15.00</td>
<td>19.00</td>
<td>4.00</td>
</tr>
<tr>
<td>26</td>
<td>Greg Kamps</td>
<td>B</td>
<td>Masters</td>
<td>14.00</td>
<td>15.00</td>
<td>11.00</td>
</tr>
<tr>
<td>27</td>
<td>Forrest Rogers</td>
<td>D</td>
<td>Masters</td>
<td>11.00</td>
<td>19.00</td>
<td>12.00</td>
</tr>
<tr>
<td>28</td>
<td>Richard Newell, Jr.</td>
<td>B</td>
<td>Masters</td>
<td>7.00</td>
<td>21.00</td>
<td>12.00</td>
</tr>
<tr>
<td>29</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CHALLENGER DIVISION

<table>
<thead>
<tr>
<th>Sail #</th>
<th>Skipper</th>
<th>SEC</th>
<th>Masters</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jim Harris</td>
<td>D</td>
<td>Masters</td>
</tr>
<tr>
<td>2</td>
<td>Hank Sykes</td>
<td>C</td>
<td>Masters</td>
</tr>
<tr>
<td>3</td>
<td>Mark Reitnauer</td>
<td>B</td>
<td>Masters</td>
</tr>
<tr>
<td>4</td>
<td>Whitney Holt</td>
<td>A</td>
<td>Masters</td>
</tr>
<tr>
<td>5</td>
<td>Gary Wergs</td>
<td>B</td>
<td>Masters</td>
</tr>
<tr>
<td>6</td>
<td>Tom McCabe</td>
<td>D</td>
<td>Masters</td>
</tr>
<tr>
<td>7</td>
<td>Sandy Kurte</td>
<td>C</td>
<td>Masters</td>
</tr>
<tr>
<td>8</td>
<td>Jim Cavenagh</td>
<td>A</td>
<td>Masters</td>
</tr>
<tr>
<td>9</td>
<td>Robert Crites</td>
<td>C</td>
<td>Masters</td>
</tr>
<tr>
<td>10</td>
<td>Roger Schannarch</td>
<td>B</td>
<td>Masters</td>
</tr>
<tr>
<td>11</td>
<td>Doug Seider</td>
<td>D</td>
<td>Masters</td>
</tr>
<tr>
<td>12</td>
<td>Randy Rubenstein</td>
<td>C</td>
<td>Masters</td>
</tr>
<tr>
<td>13</td>
<td>William S. Elkins</td>
<td>B</td>
<td>Masters</td>
</tr>
<tr>
<td>14</td>
<td>Charles Siewers</td>
<td>A</td>
<td>Masters</td>
</tr>
<tr>
<td>15</td>
<td>David Rekon</td>
<td>C</td>
<td>Masters</td>
</tr>
<tr>
<td>16</td>
<td>Thomas Purdy</td>
<td>A</td>
<td>Masters</td>
</tr>
<tr>
<td>17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

JUNE/DECEMBER, 1996

24

25
## Flying Scot North American Championship

**CHALLENGER DIVISION • FRIDAY JULY 5, 1996**

<table>
<thead>
<tr>
<th>SAIL #</th>
<th>SKIPPER, CREW</th>
<th>TOWN</th>
<th>R-1</th>
<th>R-2</th>
<th>R-3</th>
<th>R-4</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>William B. McIntyre, Jr., Mary Ellen McIntyre</td>
<td>Columbus, OH</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>7</td>
<td>Dan Goldberg, Jim Stein, Jon Reis</td>
<td>Newark, DE</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>10</td>
<td>John D'Arcy, Michael Kneisel</td>
<td>New Hope, PA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>15</td>
<td>Peter Samol, Peter Samol</td>
<td>Costa Mesa, CA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>17</td>
<td>John L. Reed</td>
<td>Westfield, MA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>18</td>
<td>John L. Reed</td>
<td>Westfield, MA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>19</td>
<td>John L. Reed</td>
<td>Westfield, MA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>20</td>
<td>John L. Reed</td>
<td>Westfield, MA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>21</td>
<td>John L. Reed</td>
<td>Westfield, MA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
<tr>
<td>22</td>
<td>John L. Reed</td>
<td>Westfield, MA</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>.75</td>
<td>3.75</td>
</tr>
</tbody>
</table>

## Flying Scot Women's North American Championship

**CHALLENGER DIVISION • FRIDAY JULY 5, 1996**

<table>
<thead>
<tr>
<th>SAIL #</th>
<th>SKIPPER, CREW</th>
<th>TOWN</th>
<th>R-1</th>
<th>R-2</th>
<th>R-3</th>
<th>R-4</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vicki Stump, Avery Patton, Nancy Haley</td>
<td>Harwich Port, MA</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>2</td>
<td>Susan Hauser, Pat Schermherhorn</td>
<td>Kennebunkport, ME</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>Melanie Durham, Trista Wautz, Chris Nickerson</td>
<td>Pawling, NY</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>4</td>
<td>Ann Selden, Lisa McNeff</td>
<td>Ballston Lake, NY</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>Whitney Hall, Sally Smith</td>
<td>Urbana, IL</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>20</td>
</tr>
</tbody>
</table>

**Special Award Trophy Winners**

- **Brian Hayes (s)**, Greg Fisher (s), Race Winners, Race Div 1, Race Div 2, Race Div 3
- **Kate Fuller (s)**, Graham Hall (s), Race Winners, Race Div 2, Race Div 1, Race Div 3
- **Brian Hayes (s)**, Greg Fisher (s), Race Winners, Championship Race 1 (Maxim Eilen Trophy), 2.3 (John C. Jones, III Memorial Trophy), 4 (Robby Policak Trophy)
- **Gary Werden (s)**, Tara Werden (s), Ben Pierce (c), Race Winners - Challenger Division Race 1 (Pord Crago Trophy)
- **Mike Boch (c)**, Jim Cavanagh (s), Race Winners - Challenger Division Race 3 & 5
- **Harry Sykes (s)**, Mark Van Wages (s), Race Winners - Challenger Division Race 4
- **Brian Hayes (s)**, Greg Fisher (s), Paul C. Schreck Trophy - Most Fastest Lines (Qualifiers & Final Series)
- **Paul, Elliot, Denise Lee, Mary Douglass Trophy - Best Farmer Bailed Boat With Ladies on Board**
- **Paul, Elliot, Denise Lee, Ted and Florence Glass Trophy - Best Boat With Husband/Wife Crew (True Love Trophy)**
- **Whitney Hall - Huron Portage Yacht Club Trophy - Highest Placing Woman Skipper**
- **Gary Werden (s), Tara Werden (c), Ben Pierce (c) - Nancy Roman Trophy - Challenger Division, Highest Finisher With Woman Aboard**
- **Jack Myers Lee Stewart - Huron Portage Yacht Club Trophy - 1st Place Masters Division**
- **Dave (s) and Bob (c) Neff, Fishermans Trophy**
- **Leila, Corey, and Jay Neff, Greg and Diane Kumpf, Danny and Trista Wautz, Fleet 76, Lake Massapog, Sharon, Mass., Fleet 1 Trophy - Best Fleet in NFC**
- **Paul (s), Elliot, Denise Lee, Best Bailed Boat - Owned Flying Scot**
- **Charlie Fuller, Skipper Traveling the Greatest Distance to the NFC Westlake, LA - 1,503.4 miles**
- **Hank Williams (s), Steve Docolowsky (c), Championship Division 3rd Place, George L. Foster Trophy**
- **Kate Fuller (c) and Graham Hall (c) - Championship Division 2nd Place, Howard Boston Yacht Sail Trophy**
- **Greg Fisher (s) and Brian Hayes (s) - Championship Division 1st Place, Gordon K. Douglass Trophy**

---

**Note:** The above text includes a list of sail numbers, names of skipper and crew, town of residence, and the total scores in a sailing competition. The text also highlights special award winners in the context of the competition. The names mentioned are as follows: Brian Hayes (s), Greg Fisher (s), Vicki Stump, Avery Patton, Nancy Haley, Susan Hauser, Pat Schermherhorn, Melanie Durham, Trista Wautz, Chris Nickerson, Ann Selden, Lisa McNeff, Whitney Hall, Sally Smith, Harwich Port, MA, Kennebunkport, ME, Pawling, NY, Ballston Lake, NY, Urbana, IL, Greg Fisher (s), Race Winners, Race Div 1, Race Div 2, Race Div 3, Kate Fuller (s), Graham Hall (s), Race Winners, Race Div 2, Race Div 1, Race Div 3, Brian Hayes (s), Greg Fisher (s), Race Winners, Championship Race 1 (Maxim Eilen Trophy), 2.3 (John C. Jones, III Memorial Trophy), 4 (Robby Policak Trophy), Gary Werden (s), Tara Werden (s), Ben Pierce (c), Race Winners - Challenger Division Race 1 (Pord Crago Trophy), Mike Boch (c), Jim Cavanagh (s), Race Winners - Challenger Division Race 3 & 5, Harry Sykes (s), Mark Van Wages (s), Race Winners - Challenger Division Race 4, Brian Hayes (s), Greg Fisher (s), Paul C. Schreck Trophy - Most Fastest Lines (Qualifiers & Final Series), Paul, Elliot, Denise Lee, Mary Douglass Trophy - Best Farmer Bailed Boat With Ladies on Board, Paul, Elliot, Denise Lee, Ted and Florence Glass Trophy - Best Boat With Husband/Wife Crew (True Love Trophy), Whitney Hall - Huron Portage Yacht Club Trophy - Highest Placing Woman Skipper, Gary Werden (s), Tara Werden (c), Ben Pierce (c) - Nancy Roman Trophy - Challenger Division, Highest Finisher With Woman Aboard, Jack Myers Lee Stewart - Huron Portage Yacht Club Trophy - 1st Place Masters Division, Dave (s) and Bob (c) Neff, Fishermans Trophy, Leila, Corey, and Jay Neff, Greg and Diane Kumpf, Danny and Trista Wautz, Fleet 76, Lake Massapog, Sharon, Mass., Fleet 1 Trophy - Best Fleet in NFC, Paul (s), Elliot, Denise Lee, Best Bailed Boat - Owned Flying Scot, Charlie Fuller, Skipper Traveling the Greatest Distance to the NFC Westlake, LA - 1,503.4 miles, Hank Williams (s), Steve Docolowsky (c), Championship Division 3rd Place, George L. Foster Trophy, Kate Fuller (c) and Graham Hall (c) - Championship Division 2nd Place, Howard Boston Yacht Sail Trophy, Greg Fisher (s) and Brian Hayes (s) - Championship Division 1st Place, Gordon K. Douglass Trophy.
How Can We Attract More Juniors to the Junior NACS

by Joe Rotolo

FS 1875

Joe is a teacher and the founder/director at the Osgeo High School Sailing Club since its inception in 1982. The club has grown from a few members in its first year to over 60 students in recent years. In 1995, the club was recognized with the Junior NACS award for outstanding junior sailing programs.

The program has been very successful, and Joe has been named as the Junior NACS Outstanding Junior Sailing Program for 1995.

Caveat Emptor

Flying Scot Juniors' North American Championship

Total Points

1. John T. Tate, Nathaniel Allured
2. John Enwright, Elias Lynne, Kevin Comerford
3. Thomas Purdy, Deseree Purdy, Pete Carroccio
4. Jamie Osler, David Osler
5. Olgay Leonard, Brian Sturgis
6. Lindsay Schafer, Deirdre Newell, Corina Tootkaboni
7. Aaron Perry, Rachel Garrett, Katie Miano
8. John DiGiovanni, Greg Maraini, Reidt Lichtendahl
9. Thomas Purdy, Deseree Purdy, Pete Carroccio
10. John T. Tate, Nathaniel Allured

Flying Scot Juniors' North American Championship

Total Points

1. John T. Tate, Nathaniel Allured
2. John Enwright, Elias Lynne, Kevin Comerford
3. Thomas Purdy, Deseree Purdy, Pete Carroccio
4. Jamie Osler, David Osler
5. Olgay Leonard, Brian Sturgis
6. Lindsay Schafer, Deirdre Newell, Corina Tootkaboni
7. Aaron Perry, Rachel Garrett, Katie Miano
8. John DiGiovanni, Greg Maraini, Reidt Lichtendahl
9. Thomas Purdy, Deseree Purdy, Pete Carroccio
10. John T. Tate, Nathaniel Allured
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>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol District</td>
<td>9344</td>
<td>Michael J. Pendarvos</td>
<td>9356 Ameryia Avenue</td>
<td>Manassas, VA 22110</td>
</tr>
<tr>
<td></td>
<td>4010</td>
<td>Dave Seymour</td>
<td>105 Forest Circle</td>
<td>Bexley, DE 19937</td>
</tr>
<tr>
<td></td>
<td>5127</td>
<td>Roger DeFell</td>
<td>1009 Richmond Road</td>
<td>Owings Mills, MD 21117</td>
</tr>
<tr>
<td></td>
<td>8506</td>
<td>John &amp; Carol Gadday</td>
<td>501 Stamford Road</td>
<td>Baltimore, MD 21212</td>
</tr>
<tr>
<td></td>
<td>3100</td>
<td>Bill Yule</td>
<td>851 Arundel Drive</td>
<td>Arnold, MD 21012</td>
</tr>
<tr>
<td></td>
<td>3099</td>
<td>Dennis Snyder, Dan Vito &amp; Kathy</td>
<td>310 Summer Avenue</td>
<td>New Castle, DE 19973</td>
</tr>
<tr>
<td></td>
<td>3092</td>
<td>Joseph F. Earley</td>
<td>2348 Greenwicht Street</td>
<td>Falls Church, VA 22046</td>
</tr>
<tr>
<td></td>
<td>3090</td>
<td>Karl H. &amp; Barbara Roth</td>
<td>1207 Harvey's Peninsula</td>
<td>Stearns, MD 21605</td>
</tr>
<tr>
<td></td>
<td>3091</td>
<td>John A. Davis</td>
<td>1001 Kirk Avenue</td>
<td>Wilmington, DE 19803</td>
</tr>
</tbody>
</table>

| Carolina District | 5052 | Terrence A. Stenier | 146 Cummins Creek Road | Beaufort, NC 28516 |
|                  | 5123 | Charles Halpiped | 1621 Kingston Drive | Hanover, NC 28532 |
|                  | 3236 | Jack Warrender | 127 Gulf Harbor Drive | Newport, NC 28570 |

| Greater NY District | 2218 | Capt. John R. Morais | 100 Monument Road | Peru, NH 03270 |
|                    | 1938 | John R. Morgan     | 27 Lyndac Court | Shirley, NY 11967 |
|                    | 4792 | Chuck Barnes      | 414 Bight Avenue | Ridgewood, NJ 07450 |
|                    | 4792 | Louis Condon      | 45 Crane Court | Middletown, NY 17748 |
|                    | 4395 | Charles Hinkley   | 63 Woodmore Drive | Parlin, NJ 08859 |
|                    | 7575 | Bruce G. Sullier  | 87-89 49th Street | Wood Haven, NY 11421 |
|                    | 3875 | Trevor Nightengale | 512 Sayanskys Round | Old Greenwich, CT 06870 |
|                    | 3012 | David M. Scott    | 17 Bay Road | Center Moriches, NY 11934 |
|                    | 4170 | Gerald Harford   | 116 Compass Avenue | Beachwood, NJ 08722 |
|                    | 165 | Dick Davenport  | 66 Steger Boulevard | Berkeley, NC 28714 |

| Gulf District | 4103 | John Lowsly-Escoe | 1208 Panorama Drive | Birmingham, AL 35216 |
|              | 4976 | Capt. Bob Pivarnik | PO Box 274 | Port St. Joe, FL 32457 |
|              | 2179 | William Hines | 3050 Dover Dale Road | Montgomery, AL 36111 |
|              | 3559 | Chuck Newell | PO Box 34 | Gulfport, MS 39509 |
|              | 3559 | Chuck Newell | 120 Forest Road | Huntington, WV 25703 |
|              | 4183 | Chuck Newell | 3559 Bethesda Drive | Birmingham, AL 35223 |
|              | 112 | Larry Ladd | 112 Ladd Avenue | Leland, MS 39656 |

| Michigan-Ontario District | 1024 | Don Mitchell | 66412 Kibler Lake Road | Sturges, MI 49091 |
|                           | 4276 | Bovaro G. Throver | 1020 Edginton | Portage, MI 49024 |
|                           | 146B | Becky Hawking | 2480 Lamplighter Lane | Bloomfield, MI 48004 |
|                           | 1123 | Bill Bilboise | 2418 North Shore Drive | Sturges, MI 49091 |

| Midwesten District | 1021 | Thomas Patrick Chisholm | 18690 Hogan Avenue | Hastings, MN 55033 |
|                   | 1312 | Barry G. Marchall | 1016 W. Myron Road | Mequon, WI 53097 |
|                   | 6071 | Doughies Southworth | 4208 Peninsula Drive | Fremont, NE 68025 |
|                   | 2961 | Paul Leek | 120 Lewis Lane | Woolston, NL 1B1 |
|                   | 2972 | Don Knest | 7227 E. Lake Blvd 6.5 Street | Gladstone, MI 49637 |
|                   | 1472S | Ted O. Beck | 1472S 8th Street North | St. Louis, MI 49687 |

| New England District | 4842 | C. Reynolds Liverns | 36 Penelope Avenue | Brunswick, ME 04011 |
|                     | 3579 | Joyce Wells | 94 Waverly Avenue | Plymouth, MA 02360 |
|                     | 57 | William and Martin Lisio | 74 Thurlbury Lane | Winchester, MA 01890 |
|                     | 4786 | Fred G. Terry | 14 Lawrence Avenue | Plymouth, MA 02360 |

| New York Lakes District | 5091 | Marion Craig Potter | 315 Whiting Road | Webster, NY 14580 |
|                        | 1170 | John G. Prather | 7 Cindy Lane | Halfmoon, NY 12065 |

| Ohio District | 2738 | Jim Poshack | 1204 N. Sheridan Avenue | Pittsburgh, PA 15208 |
|              | 4276 | Philip C. Brittain | 7060 Peabody Farm Drive | Canton, OH 44718 |
|              | 5016 | Royce M. Clark | 5016 Brunnera Ave W | New Philadelphia, OH 44663 |
|              | 4090 | Jim Grant | 172 Countryside Rd NW | Mineral City, OH 44446 |
|              | 1270 | Todd Kelewine | 120 N. Coupler Kave | Indiana, IN 46050 |
|              | 3560 | Don Horner | 4799 Wayside Road | Jamestown, NY 14702 |
|              | 4308 | John J. & Terry Barbosa | 1206 Deer Run | Middletown, OH 45142 |
|              | 4072 | Ted DeCesare | 262S. Deerk Esker Drive | University Hts, OH 44118 |
|              | 4138 | Ian Ralston | 255 N. Union Avenue | Salem, OH 44460 |

| Pacific District | 2424 | John A. & Martha Metzler | 426 B 124th Place SW | Everett, WA 98204 |
|                 | 2399 | Robert J. Laidlaw | 21191 Stahl Court | Issaquah, WA 98027 |

| Prairie District | 83 | David Shearin | 1218 Field Avenue | Ellsworth, MN 55011 |

| Texas District | 2240 | Steve Spencer | 6004 Ivy Hills Drive | Austin, TX 78759 |
|              | 4875 | John Hackman | 2612 Nottingham | Houston, TX 77005 |
|              | 23 | Chuck Shemin | 540 Peavy Road | Dallas, TX 75215 |

| Florida District | 3695 | Mike Smith | 3700 Palmetto Lane | Orlando, FL 32833 |
|                 | 5104 | L. F. Housel | 2000 Arch Creek | New Port Richey, FL 34652 |
|                 | 1120 | E. C. Toledo | 1150 Buggs Lane, E | Bartow, FL 33830 |
|                 | 1617 | James Knepper | 16 Center Lane | Key Largo, FL 33037 |

New Members this report | 60

SCHURR SAILS
Excellence in Design, Fabrication & Service

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 materials and individual construction techniques, each sail is guaranteed to be consistent with the design.

Service
Over the years Schurr Sails have 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.

More Information call Steve Bellows, your Flying Scot Sailmaker

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.4 oz. Racing Cloth</td>
<td>[Number]</td>
<td>[Color]</td>
</tr>
<tr>
<td>3.5 oz. Cruising Cloth</td>
<td>[Number]</td>
<td>[Color]</td>
</tr>
<tr>
<td>Sail #</td>
<td>[Number]</td>
<td>[Color]</td>
</tr>
</tbody>
</table>

- Red | [Number] | [Color] |
- Blue | [Number] | [Color] |
- Black | [Number] | [Color] |
- e White | [Number] | [Color] |

- Main & Jib | [Number] | [Color] |
- Main | [Number] | [Color] |
- Jib | [Number] | [Color] |
- Mainsail Reef | [Number] | [Color] |
- Mainsail Foot Sheet | [Number] | [Color] |
- Jib Radials | [Number] | [Color] |

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

- Black | Orange |
- Orange | Black |
- Gray | Black |
- Yellow | Black |
- White | Black |
- Purple | Black |
- Blue | Black |
- Green | Black |
- Red | Black |

- Pensacola Loft | 490 South L' Street |
- Pensacola, Florida 32561 |
- 904/438.9354 / Fax: 904/438.8711
## Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FSSA burgees</td>
<td>$12.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA shirt: Colors: Red, White, Blue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sizes: M, L, XL, XXL</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>with Boat #</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>additional $5.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>with any one name</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>additional $5.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA hat (Red, White, Blue)</td>
<td>$9.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Roster pages</td>
<td>$5.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Handbook updates</td>
<td>$2.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bumper stickers</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Shipping &amp; Handling included)</td>
<td>$1.50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Blazer Patches</td>
<td>$20.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scot print—&quot;Sailing&quot;</td>
<td>$60.00</td>
<td></td>
</tr>
</tbody>
</table>

**S & H CHARGES:**
- $1.50 orders up to $5.00
- $4.00 orders up to $10.00
- $6.00 orders $10.00 & above

**Merchandise Total**

*Add Shipping & Handling (S&H)*

**Subtotal**

**Total Amount of Sale**

**SHIP TO:** (Please Print)

- **NAME**
- **ADDRESS**
- **CITY**
- **STATE**
- **ZIP**

- **Telephone Number (Daytime):**
- **Method of Payment:**
  - [] Mastercard
  - [] Visa
  - [] AMEX
  - [] Check (Payable to FSSA)

- **Signature:**

- **Mail Order Form To:** Flying Scot® Sailing Association
  3008 Millwood Avenue • Columbia, SC 29205

Credit card orders may be placed by calling 1-800-446-8686 between 8:30 am and 4:30 pm EST.

Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

---

## District Governors

**CAPITOL DISTRICT**
Frank Gibson
2347 S. Queen Street
Arlington VA 22202
Phone (703) 271-2716

**CAROLINAS DISTRICT**
Donald G. Smith, Jr.
55 Tarrymore
Concord, NC 28027
Phone (704) 788-8532

**FLORIDA DISTRICT**
Thomas C. Hudson
936 Haas Ave. NE
Palm Bay, FL 32907
(407) 727-5111

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

**GULF DISTRICT**
Dan Kolenchik
4 Navy Lane
Spanish Fort, AL 36527
(251) 626-7175

**MICHIGAN-ONTARIO DISTRICT**
Robin Collins
40 Cedarbank Crescent
Don Mills, ONT, CN. M3B 3A4
(416) 444-0655

**MIDWESTERN DISTRICT**
Harry Haack
14161 W. Howthorne Avenue
Lake Forest, IL 60045
(847) 352-7687

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

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

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

**PACIFIC DISTRICT**
Charles A. Bentick
4390 Charger Blvd.
San Diego, CA 92117
(619) 555-2715

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

**TEXAS DISTRICT**
Robert Harrington
3721 Lariat Lane
Garland, TX 75042
(972) 276-1954

---

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

Address Correction Requested