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May/June 1998

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Letters to the Editor

On August 15th and 16th, 109th, there will be a regattas at the Hyannis Yacht Club called the Hospice Regatta. It will be the 5th Annual regatta with proceeds going to Hospice of Cape Cod. In the past four years Flying Scots did not participate, however, if a few boats wanted to race the committee would be happy to set up a race course. Would it be possible to place a race notice in the next issue of Scots’ Water? There are many Scots in the waters of Cape Cod, so perhaps five or six or more owners might be interested. I own boat #4978, Queen o’ Scots, and am immediately Past Commodore of the West Dennis Yacht Club. I also happen to be a Hospice Volunteer and therefore have a broader interest in the success of the Regatta.

Last year you lashed this regatta in Scots’ Water and I thank you for that help. Perhaps we will be more successful this year in attracting Flying Scots sailors. I can be reached at (508) 394-3147 if you wish to chat about this.

Richard S. Gegenwart

Editor’s Reply: Thanks for writing... I must admit that sometimes I have to look up where a fleet is located on my fleet map. The fleet maps are printed in the Anniversaries Issues. The Rudder Club is located in Jacksonville, Florida and The Glow is held every year in the last weekend of September on Clinton Lake, Illinois. I think it would be a GREAT benefit for everyone who writes to mention where they sail... what the closest town is and definitely what state they are in.... I will try harder to doublecheck the articles. If writers do not include a phone number or address in their article where they may be reached, I do not pass one in. However, if you would like to contact any Flying Scots owner or writer directly, the sort-of-Association number is a great place to get information. Andrea loves to talk all Flying Scots sailors! The number is 866-445-5250.

Editor’s Reply: This sounds like a great time for a great cause. I hope the Flying Scots to your areas will contact you and come to your regatta.

L

ove the work you do on the Scots’ Water. I have never sent you a pooo or an article, so you may simply trash this as irrelevant if you wish, but I wish to air a frustration. When the district representative for your issue writes their articles, they seem to assume everyone knows where places like “The Rudder Club” are physically located (Jan/Feb 1998, 1997 Water... Club). I am a local to the Hospice...(like... “The Glow”). I read this issue cover to cover and still haven’t a clue where it is. I am from the Hospice Club and know the Hospice Club is a great organization. After living with these regatas for the past year, I would suppose that they have made the sport more interesting for experienced sailors as well as the new sailors we were hoping to attract. While the new rules are less intimidating on paper, they allow for more complex interventional effects. Our sport is very complex in the number of possible rules situations, and the old rules spelled out the restrictions and responsibilities in much simpler situations. This “simplification” of the rules in actuality makes the sport more confusing and complex.

I have noticed a change in the character of the sport in recent years. While the tradition of sailboat racing has been one of sportsmanship, it seems that recently this has given way to a more aggressive “win at all costs” attitude. This change has been evidenced in everything from the America’s Cup to the professional circuit to major one-design regattas. Evidence of this shift can be seen in the new racing rules.

There are three basic situations in which the new rules support this shift. In all three cases, the change in the rules allows for more aggressive maneuvers by eliminating the restrictions on right-of-way boats.

The first change relates to the elimination of the “must abstain” distinction. This distinction made the downwind game more fair by putting restrictions on when a leeward boat must stop drifting the action. It was often a hard thing to pass to windward before, but it was still at least a constraint. Now it is no constraint, as the windward boat must be completely ahead of the leeward boat before she can bear away into her “proper course.”

The second change relates to the change in rules at the weather mark. The new advantage given to starboard boats at the mark changes the game radically, particularly on short courses. According to the new rules, if a boat tacks onto starboard within the two-length zone, she retains her rights as all: no ruling rights, no buoy room, nothing. A starboard boat can act like the “offender” is not there and do anything short of actually causing a collision. Approaching the mark on port used to be a viable tactical move to avoid the disturbed

Continued on page 6
We Flipped It!

by John B. Kittredge, Fleet #15, FS #4070, "Burr Free"

We've been racing Flying Scots on beautiful Gull Lake, our Richland, Michigan, with the Gull Lake Yacht Club for over twenty years. It's a great place to race, day sail or whatever. Our sailing season is from April 15th to October 31st. Sloops and.services. On Sunday afternoons after a tea and free minute game, the Start their race at 2:00, normally 3 - 1/2 laps around a triangular course. At 2:05 the 210s start, at 2:10 the J-24s and Miscellaneous Cruisers and at 2:15 the Flying Scots start. We and the other fleets usually go 2 - 1/2 laps. Such was the case last August during a regular Sunday series race. Wind was out of the Northwest blowing very nicely - many whiteslaps, a beautiful breeze - with boos to starboard. My son, John L., was my only crew and we both were wearing life jackets. Forty Scots started the race, including Max Doolittle and our three-year Fleet Champion and one-time GULC champion, Mary Robinson. Somehow, we had a good start and maintained it for two laps. We had a mistiming attempt, a clear advantage of getting the start right and making it work our way through the fleet. The sailboat racing I enjoy is a sport of sportsmanship, camaraderie, and friendly competition. Nothing is gained by taking myself, my boat, and my crew against a racecourse containing many variables - attempting to understand the wind, having competence in boat handling and tactically outmaneuvering the rest of the fleet. It is a competition of us against those elements - with the rest of the fleet as a yardstick. Rules that allow advantage most solely at the cost of others are wonderful for team racing and match racing, but are not what the sport I choose to play is all about. In addition, the possibility of being placed in a position in which I had no control, simply by sailing on port tack, intimidates me - and I have been racing sailboats for close to twenty years. If I'm intimidated by situations like these created by the rules, I can only imagine what a newcomer would feel like. This is not good for the growth of the sport. It is an abdication of the gentlemanly sportsmanship that has sustained the sport for the past 150 years. There are plenty of "head on," win all cost cutterboat parties out there...let's not allow ours to become just another one of these.

A PROPOSAL FOR CHANGE

It is in my feeling that the predatory attitude that is permeating our sport is detrimental to the continued growth and health of our sport. With this in mind, I suggest we take a hard look at where our sport is going. More specifically and immediately, I strongly suggest the following changes to the existing rules:

- Reintegrate "mast abash" as the callout for when a leeward boat must return to its proper course;
- Either eliminate rule 18.3 or rewrite it to reflect rule 13, which governs "backing too close";
- Reintegrate the restriction that a starboard boat must hold her course during a crossing situation;
- As sailors, we have a responsibility to make sure the rules affect the game we wish to play. Much of the sport of sailing broadens the family appeal by cracking down on fighting; we can broaden the family appeal of sailing by having no tolerance for predatorial aggressive attitudes and maneuvers. If you agree with these points I have laid out, please write a letter to:

Lacey Howe
U.S. Sailing Race Administrator
PO Box 1260
Portsmouth, NH 03821
E-mail: ussra@compuverse.com

Sincerely,
Thomas P. Lawton
110 Richard Lane
Black Mountain, NC 28711
E-mail: thbfr@troll.net

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District Governors, Fleet Captains, Boat Owners, Friends,

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1/15/89 MAR/APR 99 Ohio
3/15/89 MAY/JUN 99 New England
5/15/89 JUL/AUG 99 Gulf
7/15/89 SEP/OCT 99 Mich. Ont. & Greater NY

SCOTS n WATER
MAY/JUNE, 1998

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Transistory Art
by John G. Ullman, ex-owner FS #1358

September 26, 1967, was an absolutely gorgeous autumn day. God's art. Awesome. Add Smith Mountain Lake to the composition and the beauty is compounded. Launch fifteen Flying Scots upon the lake with sails aloft, eagerly crewed and skippered. Add a race committee aboard its "flat top", a starting pin abeam and affect with flag flying, and big orange buoys to windward and leeward. Now the "clay" is almost ready. The committee begins its work. The boom of the gun echoes across the lake. For the fifteen minutes of the starting sequence the brightly hued, yellow, blue, and red shapes rise and fall, punctuated by the gun. It is a transitory kinetic sculpture.

Search the National Gallery in Washington, La Louvre ou La Musée d'Orsay a Paris, the Vatican, the Uffizi in Florence, the acropolises of Athens and Lisboa, or the British Museum in London. You will not find anything more beautiful. (I write from experience, for I've been to all of them.) It was my rare privilege to be at the right spot to appreciate it. Chaimatt Lee, at times skipper of the rebel Avanti, tolerated my presence aboard his committee boat. So there I was, at the stern, out of the committee's way, camera in hand, working on my credentials as a paparazzo.

Now, this camera bug does have a complaint or two. Whether against the Avanti's skipper or God, I'm uncertain. The sun was behind me as I faced the rear and the starting pin and I wish to keep that, but I want the boats to be on a starboard tack approaching, not receding from the committee boat. And, please, if one end of the starting line must be favored, let it be the committee boat end, not the starting pin. All these conditions might have been met with something simpler like a 180 degree change in wind direction putting the committee boat on the other side of the lake. Can you accommodate me on that next time? Lee.

There were a few more vagaries that are worth reporting. A voice came over the radio ordering, "Make sure those junior sailors wear life jackets!" This was duly shouted at them when they sailed close by ordering "I don't know who radioed that, but it sounded parental."

The order was about 50% complied with. Some of the junior skipper by beautiful (another word of God's art) wasn't about to cover it up. Neither would I, if looked as good. As for me, I was covered against wind and sun by five light layers. But then who was going to a 75 year old curmudgeon.

Doug Smith, governor of this Flying Scot district, led the race by such a margin at the end of the first lap that a competitor would have to have a pole come out and put him to keep him from winning. He sailed close to the committee boat as he entered the second lap and crossed the committee with "Hi Guy". The sound of his voice, his relaxed demeanor, everything portrayed a quote from Mark Twain. He had "the calm confidence of a Christian holding four aces."

As the race ended a junior in the middle of the fleet crossed the finish line ahead of her father. She was admonished by a committee member, "Ain't you ashamed? Bear your father's name, using his boat."

The boats ranged considerably in age, from #163 to #506S. And the old boats looked in excellent condition to me. Boat #133 had a family, mom, dad and two youngsters.

I Circumnavigating the Continental Divide
by Mike Palm, FS #1242

June 1986, one of the cable channels did a show on Jackson Hole, Wyoming. It featured Jackson and Jenny Lake. I was hooked. I had to sail in the presence of the Tetons. With one small exception, my passions are sailing and big mountains.

After a year of planning and a work fit pricing supplies for a three month camping trip into a Jeep, we left on June 3, 1997 for a sailing exploration of the split that separates east and west flowing rivers, "That Damn Thing", my Flying Scot and I were headed for the crux of my lifetime.

We found sixty exotic desert and mountain lakes, we sailed thirty and featured ten in a photographic essay. We gave sailing lessons to nine women and sailing demonstrations too numerous to count. One woman called me the "Johnny Appleseed" of sailing.

A few of you who have read my other articles know I love crossing adventure beyond home waters. The Scot is easy to trail, launch and retrieve. It is the ideal boat for single handing, being easy to rig and sail. The entire trip was planned for me to handle everything myself. As I was going into wilderness, a four wheeled drive vehicle was needed to get into lakes without prepared ramps. As it was, I sailed in lakes that had never seen a sailboat before. A ranger told me some of the lakes had never seen anything larger than a canoe.

Although my two groups went joined me for one week, the rest of the adventure was done alone. However, due to the appeal of the boat, I was never lonely. I was not concerned about rigging the boat myself (the only person and the mast was dropped when someone was helping.) I was not concerned about launching or retrieving the boat. (The biggest problem turned out to be getting the thing up the steep bank.) I was not concerned about sailing solo, but, as it turned out, I frequently had a passenger. My biggest concern was how to take pictures with me on the boat and the camera on the shore. The purpose of the trip was to capture the photographic boat in the spectacular scenery along the Continental Divide.

The camera is a Pentax ZX100 with auto everything. The trigger is a radio controlled device, designed for model airplanes, adapted to push an electromagnetic cable release plugged into the camera. I would pick the lake, select the background and place a buoy in the water on a line between the camera and the background. Then I would sail back to shore, focus on the buoy, set the focus so I could tell when the camera opened and set the opening speed on a fairly automatic (shutter speed, aperture, depth of focus, etc.)

Then I would sail back out to cover the buoy and take the picture several times for insurance in a variety of set settings and lighting.

I would then start a mad dash to the nearest film developer so I could be sure the boat was in the field. If it wasn't I would have to hurry back, as the boat and photographic equipment were untangled; the chance I had to shoot again. Weather and cloud formations were time sensitive.

One of the beautiful things about the West and the people who lived there was that I never lost anything at a campground, from the jeep, from the boat or the photo site.

Everything turned out as planned except for two things: 1) the small clear plastic box filled with carefully selected Scots spares was left at home and 2) I lost the key to the locked Jeep compartment in which I carried my "Bear Repellent". Neither of these caused a problem.

Author: Mike Palm, his Jeep and his Flying Scot

Continued on page 10
There was only one failure on the thirty-two year old boat. The original fitting, to which the main sheet attaches at the rudder post, broke. It, not being of current design, simply wore through. It was an awkward moment with a very attractive and intelligent woman on board. We were on a lake north of Agusta, MT, in the back country with almost no one around. There were some cars but no people in sight. When the mainsheet separated from the rudder post, it was gassy and stiff as would be expected high in the mountains. Sara, a woman of substance from Agusta, MT, was on the tiller. She asked me to take it as she crawled out on the fanail to jury-rig the sheet. Dicky but exciting in every sense of the word.

On the way home, the trailer, as old as the boat, broke. The winch post was weakened by travel over the three worst roads in the country, the upper side of Whistlers, the road from Flathead Lake to West Glacier and the road from East Glacier to Browning—all Federal roads in Montana connecting to two of the most popular Federal Parks in the U.S. (Shame on you Congress).

This breakdown, however, led me to the sculptor who makes the Grizzly Bear statues on the Yellowstone river east of Billings. Nice guy, nice detail.

As everything else on the trip, I left the Jeep with its headlight. It led me to some wonderful sights and people. This was my final proof that the Scot was the right boat to take. Larger would have kept us out of some neat water, smaller would have been unsafe in the mountains and the Scot proved once again to be the best teaching boat around.

The women who came on board to learn were not only first time on the tiller, they were first time in a sailboat. I never felt at risk for either of us. Many big boat owners told me how nice it would be to have a Scot in the harbor for "fun" sailing. If I had taken a truck load of Flying Scots, I could have sold them all in a week.

I wrote a book about this adventure while I was on the road and at the site. Typically, at the end of the day or upon discovery of a scene of unexpected beauty, I would climb up on the Jeep, set on the hoodrig and use the cut-top camper as a writing desk. We did six thousand miles. I came back in better physical condition than when I left. I felt lost only once, and this led me to see the Pillars of Pompeii, so named by the Lewis and Clark Expedition. If you want a hint of the scenery, see Lewis and Clark recently released by PBS. The back roads from the Pillars to Miles City were not all shabby.

The way to pleasure is staying off the main roads and meeting the locals. To find your perfect lake, just head towards the mountains on the horizon, find a gravel road and follow it where it goes. Only one word of caution...in your vehicle with two spare cans of gas and two cans of water. But just turn loose, angels do rush in.

Just to set the record straight, I was not just absorbing the local culture. I was contributing. One day I was sewing the trailering eye of my jib on the main street of a dusty little town nestled up to the Rocky Ford Range of Mountains. I was in front of an original Agusta, MT, store converted into an attractive gift ship called "Laigo and Lace." I was sitting in the sun to help find the existing holes so it would be easier to push the needle through. As I waited for my sailing partner, Sara, several car loads of tourists stopped to take a picture of the old white haired bearded cowboy (me) repairing sailboat sails. I'd love to see the pictures and read the notes on the back.

When the book comes out it will include this page.

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Ports of Call
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2. Moab, Utah (Arches National Park)
3. Price, Utah (Huntington State Park)
4. Pocatello, Idaho
5. Jackson, Wyoming (Coutler Bay Village)
6. Bear, Montana (Bear Canyon)
7. Helena, Montana (Canyon Ferry Lake)
8. Choteau, Montana (East Glacier)
9. West Glacier Montana (Flathead Lake)

Homeward Bound
Reflections in the Water
The Flying Scot was perfect for the trip. It was just what Sindy Douglass promised. Easy to troll, easy to rig, easy to launch, and a hell of a fun sail to sail. I saw the most beautiful scenery in the world. There is nothing as thrilling as to be in the presence of the Grand Tetons. Each time you head away, you lose yourself in the joy of the responsive Scot in some spectacular wind. Then you turn back to face the majestic rocky spires, dusted with snow in the middle of the summer. Each time it is like falling in love again, and again, and again.

The boat is a natural magnet for meeting the locals. sailors or not. The Scot is the best training boat in the single-design class. The boat is ideal for two yet big enough to take a family of five on a demonstration sail. The boat gives a true feel of sailing, will scare the pants off novices, but is responsive and safe enough for a seven year old girl to show her father what she can do.

There is a trait of freshly inspired sailers in the wake of the Scot. Several big boat sailors envied the boat and wished they had one. I am sure we could build a fleet on several of the lakes we found.

The book goes into several anecdotes that prove the point, but the best discovery of all was the open, friendly trusting character of all the people in the West. Don't take my word for it. Go West, you sailors.
**Get Your Fleet Together for a Work Party!**

by Bruce and Jackie Cattanach, FS #3817, Jollymon Co-captains, Fleet #157, Monmouth Boat Club, NJ

Does your fleet need a boost? Does it need some glue, a bonding agent to get it some cohesion? Try a work party where all participants will benefit.

At the Monmouth Boat Club, Fleet #157, some of our fleet members wanted to put flotation bags and inspection parts in their Scots. We had seen one of our fleet, deathdread while going downwind, lose the foils and jib halyard, and eventually turtle. Two hours later, after being righted, towed in and hailed, while up on the dock with six guys leaning on the hull, we began to think about installing the bow bag and inspection port being offered by Flying Scot Inc.

We advertised in our local newsletter that we were going to do the project. We then talked it up at our Fleet potluck dinner and set the date for a weekend when there wasn’t any sailing. We let everyone know about it, so all members could take part.

Ordering the kits and obtaining instructions was easy... a call to Flying Scot took care of that. Making sure that we actually had everything we needed was not. Not being an expert in boat repair or working with resin and such, I enlisted two of our talented Scot owners and asked if they would help out and “scare off” the event. One had done the job before, Bill Ewing (FS #524), and the other, Dan Vought (FS #408), was an expert in boat work and common sense. Both aided us in collecting the correct tools and supplies needed for the job and provided excellent onsite advice.

Also, ask around as local boat dealers, to see if the more specialized tools like a hole saw and 1/2 inch drill can be borrowed for the day. One of our fleet members, Lance Cunningham (FS #1077), runs such a shop and loaned us his. We started at 8:00 AM and moved the Scots to a central area. By 12:30 we had the blocks glassed in, the port holes drilled, and the ports sealed with adhesive and screwed in. We then took a well deserved lunch break. Since the weather was very warm, the resin set quickly. After lunch we smoothed the glassed area, attached the straps and the job was finished. By 3:00 we had cleaned up and moved our Scots back into place in the yard.

The key is to have all parts, tools and supplies, work in an organized systematic manner and use everyone’s expertise. While one owner was marking the locations inside the hulls, another was sanding the blocks that were to be glassed inside the hull. Another was using a shopvac to vacuum out sandings while still another marked the location of the holes to be drilled in the transom. We were all improving our Scots and wanted to do the best job possible.

What would have taken me an entire weekend working alone, turned into a great project with an opportunity to interact with different fleet members, it was fun, not dreaded, frustrating work with no one to help.

Get your fleet ready for a work party. Work on the clubhouse or docks or do what we did at Monmouth - improve your Scot. Add value and safety in case of capsize and build your fleet too. ▲

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<tr>
<th>Name</th>
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**MAY/JUNE, 1998**

13
Hiking Pants and Racing Rule 49.1

In response to a request for an interpretation, the US SAILING Appeals Committee has decided that using "hiking pants" (pants with built-in stiffeners) breaks rule 49.1. The committee will publish the decision in a coming issue of American Sails. Rule 49.1 permits sailing instructions and class rules to change rule 49.1. A short statement such as "Rule 49.1 is changed to permit the use of hiking pants" serves the purpose.

ATTRACTION
ALL FSSA MEMBERS!

We REALLY appreciate all the photos you send in for publication and we would like to have more!
The new policy is for any photos that you would like returned to you, please write your name and address on the back of the photo and we will return them as soon as possible.

WE LOVE seeing all the great pictures... so start sending them in along with any regatta or sailing news!

If you have any suggestions or questions, please contact the Association office.

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NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from Midwest Sailing: outhaul, cunningham, boom vang, jib sheeting, main sheeting, boom vang. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping furler extensions; spinlock paws; furl, halyard and cockpit covers; the best mast-head wind indicators. Check your gusset, 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 boats without running rigging, 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 easier, more comfortable and, therefore, more fun to sail and race.

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Continued from page 15

MAYOR'S CUP REGATTA
WITH A NEW TROPHY -
THE KENT TAYLOR TEAM TROPHY.

BY MIKE DUNCAN, FS 3638, FLEET 48

The Flying Scot sailors at the Mayor's Cup Regatta. Mike Duncan holding the Kent Taylor Team Trophy.

We have enjoyed sailing and racing around the Carolinas District, where there have been several well run regattas on different lakes and at coastal inlet bay areas, since the early 80's. The winds through most of the sailing season are usually pleasant for just two people in a Flying Scot, and there are always a handful of handbuilt-wind teams at those regattas who can be competitive with the best in the Class in those conditions. When we first started racing and traveling to those invitational regattas at sailing clubs around the Districts, including Lake Norman Yacht Club (our home club), it did not take us long to notice that a Flying Scot sailed named McFly sailed by Kent and Peggy Taylor was always near the front of the fleet. In one of our first Great 48 Regattas on a blustery, cool, May weekend many years ago, I remember getting to know Kent Taylor, who was in communion to win the regatta, and who was just so friendly and welcoming to several of us who were then new to the Class, that it was a wonderful and magical moment to be received into this wonderful group of people with such warmth and grace. I will never forget Kent's great smile and good cheer at that first meeting and the many good times that followed at many regattas over the years around the Carolinas.

But one regatta has always been a special experience for us and it is the Mayor's Cup Regatta at Lake Townsend Yacht Club, a few miles north of Greensboro, NC, and is usually the first weekend after Labor Day. It has been the home club of Kent and Peggy Taylor over the years and they and several other good friends there have kept us going back almost every year that we could manage. After a few years of sailing, we began to finish better and be able to get close enough to Kent to know him as a true gentleman and classy competitor on the water. He would talk to you about boats once in a while, but it was always upbeat. One Mayor's Cup probably ten years ago, we had all of our family on our boat in cut paw conditions, but we had a really good start and found ourselves in the lead tacking up the shores to stay in the calms, and Kent had gone in the same direction, and from not too far behind, he said calmly, "You're looking good, big boy!" We finished well for the regatta, but I remember his encouraging comments and his good company better than I remember our ultimate finish in the regatta.

The good hospitality of Lake Townsend Yacht Club and the Mayor's Cup has kept us going back for years. I was very sad indeed to learn a couple of years ago that Kent had passed away, a great loss for all who knew him. Kent had a long involvement with sailing in the Carolinas, going back to Windsills at High Rock Lake in the early 70's. He also sailed Sunfish and Lazers competitively. He had served as Commodore of High Rock Yacht Club and Oak Hollow Yacht Club. He had crewed for others in Day Sailors, and was known to be just as good a crew as he was a skipper. Kent won several District Championship level trophies as both skipper and crew and was always willing to crew for others. Another of our top Flying Scot skippers of the last decade or so years of Kent, that he was simply the best all around sailor that he has sailed with, on big and little boats, racing and cruising, and that Kent was a lot of fun to be with. It is difficult in this limited space to do justice to his love for the sport of sailing, but he was a very special person and he will be missed.

Something happened at the 1997 Mayor's Cup Regatta that will help us make sure that Kent Taylor will be remembered in sailing competition in the Carolinas. At the 1997 Mayor's Cup Regatta at Lake Townsend, a mention was made at the first competitions meeting that a new and special award would be presented this year, and that we would learn more about it as the weekend progressed. Now this set everyone to buzzing as we went out to race. Nothing more was said until the very last out thing at the awards presentation at the end of the Regatta.

First the individual winners of each fleet were recognized, with the Flying Scot winner being Jonathan Jones with his father, Bill Jones crewing. The order of finish for the Flying Scot Fleet is listed on page 16. Then the Mayor's Cup was awarded for the boat that best the most boats in the Regatta - won by Jonathan Jones in the Flying Scot Class. Then the Bronx Cup for the winner of the Regatta based on Portsmouth Handicap - again won by Jonathan Jones, Flying Scot. Then at the very last, an announcement was made that a perpetual trophy was being given by Peggy Taylor and family, the Kent Taylor Team Trophy, to be awarded to the Mayor's Cup Regatta to the fleet that scores best on a team scoring basis for the Regatta. The fleet winning this trophy would have the fleet with the best average finish (based on Portsmouth Handicap results) for the Regatta.

In its first year, the Kent Taylor Team Trophy was awarded to the Flying Scot Fleet, which pleased everyone so much, as the Taylors have long been involved in the Flying Scot Class. The Kent Taylor Team Trophy is on display at Lake Townsend and is engraved after the first year as shown. Kent was intrigued with team racing because it has the potential of getting everyone involved and interested in how the whole fleet is doing and in improving everyone's skills as in a team event. This is very consistent with what I experienced in Kent's nature of being interested in and a friend to everyone in the fleet.

Thanks very much to Peggy Taylor and family for establishing such an appropriate perpetual trophy to honor Kent Taylor and his interest in competitive sailing.

There are many fine Flying Scot and Invitational Regattas scattered around the Carolinas District and they are all well worth travelling for. But remember the Mayor's Cup and think and plan how to sail competitively as a Flying Scot Team to defend the Kent Taylor Team Trophy in 5 years to come. You will also find at Lake Townsend a very amiable group of Flying Scot sailors who we are proud to call our friends. We have an active September and October racing calendar in the Carolinas District, it is a beautiful time of year to have a sailboat here. Come join us and stay awhile.

KENT TAYLOR TEAM TROPHY
WINNERS - 1997

Jake Barnhardt
Mike Duncan
Starling Gunn
Thomas Kirtley
Dave Batchelor
Jonathan Jones
Georgeunkle
John Russell
Dick Schultze
Don Smith

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SCOTS 'n WATER
MAY/JUNE, 1998
Meet the Staff

In an effort to better acquaint you with theISSA staff, we will run an article and picture in each issue of SCA 'n WATER until all staff members have been identified.

Hello! My name is Patricia Sage Horn and I have worked with J. Edgar Zahnkaus & Associates for thirteen years. I am the Assistant Bookkeeper. My responsibilities are accounts receivable. This includes billing for advertising, creditor card transactions, checks, deposits and monthly reports on same.

Personally, I am from West Virginia but have been in South Carolina for twenty-five years. I am married and have two grown sons. In my spare time I love reading, watching movies, and now that my husband has retired, I am looking forward to more travelling.

It has been an enjoyable work experience over the years and I have met great people and made some very good friends along the way. I hope it continues for another thirteen years!

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Starting Line

Note: Please send all regatta notices to the Association Office

Full Moon Regatta
May 30, 1998
Red Bank, NJ

Calling all Flying Scot zealots! The first stop on the 1998 New Jersey Championship Series circuit is Red Bank, NJ on Saturday, May 30. The seventh annual Full Moon Regatta, hosted by Monmouth Boat Club, and 1997 Flying Scot Fleet of the Year, #157, will be sailed on the beautiful Navesink River. Crawl test your prowess as five races are planned. 52 in, 22 cut on the three boats next in a race and nationalistic historic landmark, the MBC clubhouse. Sailing meeting is at 9:30 am. All 写者 are invited to stay and sail in the club “Bring Out”, a long distance race for all sailboats, on Sunday afternoon, May 31st.

For more information, contact Fleet Captains, Bruce and Jackie Gauthier at (973) 586-6825 or via e-mail at sl(158,903),(779,955)

Egyptian Cup
May 30 and 31, 1998
Lake Carlyle, IL

Warm up for the NACs and sail for a trophy which dates back to the 1950s. Great racing, food and partying. Excellent camping next to the harbor.

Contact Steve or Sue Tillo at (314) 436-6890 (home) or (314) 436-7056 (work).

Greater New York District Championships
June 6 and 7, 1998
Indian Harbor Yacht Club, CT

For more information, please contact Josh Goldman at (703) 825-0706.

CORRECTION! PLEASE NOTE:

Berth 1C Invitational Regatta
June 12, 13, and 14, 1998
North Benton, OH

Come join the fun and fellowship with Fleet 19. Welcome party Friday evening, two races, wind permitting, Sunday, with great BYC Bash following and the third race scheduled for Sunday morning, followed by lunch.

For more information, please contact Ken Corson, Commodore of BYC, Ron Craig at (208) 337-9401.

1998 Wife-Iusband Championship
June 13 and 14, 1998
Toms River Fleet
Barnegat Bay, NJ

For more information, please contact Edward and Kay Sommerfield at (732) 286-4990.

1998 Midwest District & Single Handed Championships
June 19, 20, 21, 1998
Medicine Lake
Plymouth, MN

Fleet 104 & Medicine Lake Sailing Association invite you to participate on Friday, June 20, in the Midwest Single Handed Championship. There will be three races beginning at 3:00 pm with a dinner party to follow. On June 20 & 21 we will have the Midwest District Championship. This will be our first visit to host these races, so everyone is excited to show the participants a great event. City and state agencies are cooperating to make this event a success. A campground is available. Lighting will be by solar only.

For more information, contact Larry Klock at (651) 546-1042.

Douglas Orr Invitational Regatta
June 20 and 21, 1998
Spirtle Island Yacht Club
Norwalk, CT

For more information, please contact Joe Caldic at (203) 436-2440.

Pig Roast Regatta
June 20 and 21, 1998
Fleet 1, Cowan Lake
Wilmington, OH

Challenge the top of Cowan Lake in either the A or B fleet. Continuing our tradition of promoting sailing as a family sport, crews that include parent(s) and child(ren) under 18 years will also be scored separately regardless of the fleet they are competing in. Space is available for camping at the club, and the Saturday pig roast is a highlight of the event.

For more information, please contact Dave Leid, 2075 Water Lane, Cincinnati, Ohio, 45244-2991, (513) 474-6007.

New England District Championships
June 27 and 28, 1998
Mount Desert Island Club
Sharon, MA

For more information, please contact Jim Coughlin at (617) 734-5008.

1998 North American Championships
July 11 - 17, 1998
Carlyle Sailing Association
Lake Carlyle, IL

Join us at the NAC's! This year's NAC at Lake Carlyle is kid-friendly. Whether you need a babysitter while you compete or your non-sailing family wants to come enjoy the week, the hosts at Fleet 83 will help you make plans.

If you need babysitting, contact Sue Tillo at (314) 921-5833. Sue and her husband, Emile have lots of experience entertaining our own four children at the lake. Please call Sue early to give her plenty of time to prepare.

Non-sailors will not be bored. They may choose from excellent golf, biking, fishing, bicycling or sailing in the vicinity of the lake. For big-fun fun is what you have in mind, St. Louis is only 55-minute drive with world class zoo, botanical gardens, science center, shopping and other tourist attractions. There is a wonderful outdoor summer theatre in Forest Park and the baseball Cardinals will be in town the whole week of the NACs.

For more information on the NACs, see your March/April issue of Scott's Water, call Jim Harris at (314) 966-6404 or visit the Carlyle Sailing Association's Web page at http://www.carlyle-sailing.org

1998 Women's/Junior NAC
July 12, 1998
Carlyle Sailing Association
Lake Carlyle, IL

For more information, please contact Jim Harris at (314) 966-3404.

Fleet 177 Invitational
August 1 and 2, 1998
Hopewell Basin Club
Stratford, CT

For more information, please contact Forest Rogers at (303) 775-0665 or Melanie Dimamond: (814) 650-0191 or e-mail: FS2801@fsol.com

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LI Summer/Sprouge Memorial
August 6 and 9, 1998
Moriches Yacht Club
Center Moriches, NY
For more information, please contact Tony and Regina DiResta at (516) 678-8710.

Eastern Women's Invitational Regatta
August 9, 1998
Fleet 6, Deep Creek Lake
Deep Creek Lake, MD
Come one, come all Ladettes! Have a great weekend of sailing and enjoy meeting other women who sail. We have had great winds the last four years at this regatta. Please contact Gert Menzies at (610) 369-5065 or at the lake (301) 387-7890.

New York Lake District Championship & Saratoga Lake FS Invitational
August 15 and 16, 1998
Saratoga, NY
For more information, please contact Peter and Ann Selheim at (718) 877-8333.

1998 Flying Scot

Canadian Championship
August 22 & 23, 1998
Stony Lake, Ontario, Canada
The bi-annual Flying Scot Canadian Championship is scheduled for August 22 & 23, 1998. This regatta is famous for its hospitality and competitive racing. Accommodations are provided through local hotels local to the area. All races from Friday night sailing to Saturday afternoon’s sequence are sponsored at the Stony Lake Yacht Club. There will be four races on Saturday and two on Sunday. A reception of the entire fleet of the St. Lawrence is planned at the Saratoga Yacht Club. Please contact Paul Patin at (516) 363-8088.

Harvest Moon Regatta and the 1998 Ohio Districts
September 12 and 13, 1998
Atwood Lake
Delroy, Ohio
Come and join us as we celebrate the 50th Anniversary of AYC. We are planning a fun event, good fellowship and races. Registration Friday evening and Saturday morning. Two races on Saturday and one on the race on Sunday.
For more information, please contact Piers Capon, George Foxing at (330) 874-6471.

Whale of a Sail
September 12 and 13, 1998
Lake Carlyle, IL
 Spend a perfect September weekend at Carlyle Sailing Association's annual multi-race regatta. Expect 125 boats, 19-20 Scots, great race management, great food, and a fun band. Anchor your yacht at the harbor.
For more information, please contact Jim Harris at (314) 668-8404.

Horricks-Palmer Invitational
September 12 and 13, 1998
Sayville Yacht Club
Bluepoint, NY
For more information, please contact Paul Patin at (516) 363-8088.

Ohio District Schedule
May 16 and 17, 1998
Hendrickson Regatta
Hoover Reserve, Fleet 36
June 13 and 14, 1998
Bellin Lake, Fleet 19
June 20 and 21, 1998
Fleets Regatta, Griswold Lake, Fleet 1
July 25 and 26, 1998
Sandy Douglass, Deep Creek, Fleet 6
September 12 and 13, 1998
Ohio District Championships
Atwood Lake, Fleet 65
September 26 and 27, 1998
Sail-for-the-Grail, Lake Arthur, Fleet 80
October 3 and 4, 1998
Grand Rapids Regatta, Cave Run Lake, Fleet 105

1998 Northeast Flying Scot
Regatta Schedule
March 30 - April 3, 1998
Mid-Winter Championship
Panama City, FL
Rob Eldred (850) 769-2453

May 30, 1998
Flying Scot Fall, Moon Regatta
Red Bank, NJ
Brock & Jackie Gattacanch (973) 289-8865
June 6 and 7, 1998
Greater New York District Championship
Indian Harbor, CT
Josh Goldman (718) 625-0768
June 13 and 14, 1998
Wife-Husband Championships
Toms River, NJ
Ed & Kay Summerfield (732) 286-4989
June 20 and 21, 1998
Douglas Trophy
Spring Lake, NJ
Joe Callicok (203) 438-2440
July 25 and 26, 1998
Sandy Douglass, Deep Creek, Fleet 6
September 12 and 13, 1998
Ohio District Championships
Atwood Lake, Fleet 65
September 26 and 27, 1998
Sail-for-the-Grail, Lake Arthur, Fleet 80
October 3 and 4, 1998
Grand Rapids Regatta, Cave Run Lake, Fleet 105

1998 Northeast Flying Scot
Regatta Schedule
March 30 - April 3, 1998
Mid-Winter Championship
Panama City, FL
Rob Eldred (850) 769-2453

July 12 and 13, 1998
Women’s Junior, North American
Championship
July 13 thru 17, 1998
North American Championship
Lake Carlyle, IL
Jim Harris (314) 668-0404
July 18 and 19, 1998
Connecticut YJA Championships
Fair Haven, NY
Lenoie Palmiero (315) 974-5831
August 1 and 2, 1998
Fleet 177 Invitational
Stratford, CT
Forest Roberts (203) 775-0665

August 6 and 9, 1998
LI Summer/Sprouge Memorial
Center Moriches, NY
Tony & Regina DiResta (516) 678-8710
August 15 and 16, 1998
Saratoga Lake Flying Scot Invitational & New York Lakes District Championship
Saratoga, NY
Peter & Ann Selheim (516) 877-8773
August 22 and 23, 1998
Canadian Championships
Stony Lake, ONT
Susie Hauth (416) 418-1737

September 12 and 13, 1998
Massapequa Regatta
Shrew, MA
Jim Coventry (617) 784-5088
September 12 and 19, 1998
Glummerglass Regatta
Cooperstown, NY
Dick Staley (607) 432-6815
September 12 and 13, 1998
Horricks-Palmer Invitational
Bluepoint, NY
Paul Selheim (516) 963-9909
September 26 and 27, 1998
Candover Lake Regatta
New Fairfield, CT
Frank Riefenhauser (203) 746-4752
October 10 and 11, 1998
Fleet 7 Founders Regatta
Riverisde, CT
Ed Dowse (203) 637-1055

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SCOTS ‘N WATER

MAY/JUNE, 1998

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Flying Scot New Members

Caveat Emptor

Subscriptions for Caveat Emptor must be 50 words or less.

A $20.00 fee is charged for placement in both Scoot and Waterways, and the $200.00 website. A $15.00 fee is charged for placement only in Scoot's Readers. 

Send or fax information to Association Headquarters or email to info@scoot.org. 

AWoT and PIA members will be mailed a form.

Send payment to PIA. Headquarters, 3308 Milford Ave., Columbia, SC 29059.

Scoot — the must have to know what's going on in the Boatlandia.

 submissions to Caveat Emptor must be 50 words or less. 

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FS 2632—Custombuilt, like new condition, white deck, red hull, stored inside. Two skippers of plus, new in sailmaker. 30' Palmer trailer. This boat has been sailed very little. Located in Central New Jersey. Contact Orin Parshall at (609) 534-9087 or email orin@parshallonline.com.

FS 430—Douglas, white deck and bottom, navy blue hull with graphics, "Spirit of Garnder Isle", North Stars, all new extras, hull flow sand and lift, cooled, two centerboards, custom cushions, good race reputation. Trailer with spare tires, Hamptons, PA. $2500.00 (215) 633-9747 or email bsusman@reps.net.

FS 543—Looking for a well equipped boat that also looks nice for less than $3000.00. Several suits of cruising sail for a racing see. Boat is race equipped. If you’re interested in a lower priced boat that can compete, contact [email protected] for a detailed fact sheet or call (212) 471-3248.

FS 1015—Luffard built, with Luffard trailer made for the rig, for spinnaker, Harken blocks and cleats, two suits of sail, (main and jib, without spinnaker). Located in Dallas, TX. $1500.00 obo. Call Sanford Dallas at (214) 836-2344 or (214) 234-0705 or email: dan@luffard.com for more information.

FS 1037—Douglas is in good condition. Will not mind a trailer. North main and jib in good shape, includes spinnaker and anchor. Fresh water only, only $4900.00. Located in Portland, OR. Call 503-223-2523 or email: john.hulme@julietmen.com.

FS 1800—Douglas, white deck and hull. Full suits of sail, nicely new North trussal sail and rigging, new Sails Toter boom sail, 6 hp Chrysler outboard. Trailer, two centerboards with spars. Located in Central New York State. 1.5'400. Contact Bill Bollard at (607) 354-8572 or after 8 pm. (607) 354-8572 or after 8 pm.

FS 2795—Custombuilt, white hull, white deck with blue stripe. Harken blocks, one suit of Murphy-Nye sails, very good condition. Pamco trailer. Full canvas cover. This boat is in excellent condition. Steven always stored instead. Located in Fremont, IN, $4250. Contact Wayne Hudcuton, (469) 625-5505 (before May 1st), (216) 685-5709 or (216) 833-1178 (after May 1st).

FS 3241—Douglas, excellent condition, white hull, red bottom, Grand Slam 8 1/2 trailer, full canvas cover, two suits of sail, spinnaker. Perfect winner. Dry sailed, fresh water, covers in excellent condition. Second owner owned recently purchased, $6000.00 negotiable. Contact Nancy Munckton at (807) 526-7902 or email: inny@innymail.com.

FS 3070—Douglas, off-white hull, trailer, cover, two suits of sails, two spinnaker: dry sailed. Good condition. Located in New Jersey. $5000.00. Call John at (201) 773-5674.

FS 3898—Douglas, white deck and hull. Excellent condition. Includes trailer and miscellaneous equipment. Race ready with one very old sail, located at Times River Yacht Club in N.J. $4500. Contact Byron Howe at (732) 495-1197 or (732) 528-7710. Small trailer included.


FS 4896—Fully equipped, Charter sails (two spinnakers), Jiffy-trailer, trailer, motor, etc. Reconditioned 1965. Fresh water pleasure sailboat. Recent widow sail must sell. $4000.00. Call (914) 350-5211, daytime only.

FS 5041—White deck, lights grey hull with white bottom, factory scotting feet, totally annually outboard 4.1, full race, two sets of sails, boom foot cover with stut. Aluminum centerboard, Located in Wildachi Falls, Pa. will consider delivery. $7500.00. Call Brian Proctor (940) 721-5557 or (940) 692-3798.

FS 5060—Gray hull, white deck, motor mounts, sail heel, boat pedals, full mooning and trailer covers, almost accessories, factory trailer. Sailed three times and stored in shed at Cove Lake Rank. FS (550) 312-3140 reasonable offer. Call Jane Block at (609) 784-7811.

FS 5060—Faret green hull, white deck and gold black stripes, fully racing equipped, plus motor mount, ladder, full suit of sails including spinnaker, bilge line, roller furl, etc. May be looking at trailer with new order, 4 hp Mercury motor available. Excellent condition. $8500.00. Call Pierre Grehan (513) 504-3225 or email given@given.com.

FS 5150—New condition, red hull with white deck, racing package, dry sailed, never raced, aluminum trailer, motor mounts, downhaul, downhaul trim tab sailmaker tall tale up reel, gear bag, adjustable trim tab, storm rooms, 1.1 and 2.1 jib. Nice boat. 10 1/2 wing, cockpit cover, spare tire, Winch, mahogany cap rail, New over $15000. Will take $11500. Call Kevin at (647) 546-9885 or email Kevin@McClure@outlook.com.
## Flying Scot® Sailing Association Order Form

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<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
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<tr>
<td></td>
<td>FSSA Burgeses</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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<tr>
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<td>or with any one name</td>
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<td>FSSA Hat (Red, White, Blue)</td>
<td>$9.00</td>
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<td></td>
<td>Roster Pages</td>
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<td>Handbook Updates</td>
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<td>Bumper Stickers (Shipping &amp; Handling included)</td>
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<td>FSSA Blazer Patches</td>
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<td>Scot Print— &quot;Sailing&quot;</td>
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**S & H CHARGES:**

- $1.50 orders up to $5.00
- $4.00 orders up to $10.00
- $6.00 orders $10.00 & above

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**Merchandise Total**

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

### District Governors

**CAPITOL DISTRICT**
Frank Gibson  
2347 S. Queen Street  
Arlington VA 22202  
(703) 271-2716  
fgibson@computserve.com

**CAROLINAS DISTRICT**
Donald G. Smith, Jr.  
55 Tarrymore  
Concord, NC 28027  
(704) 788-6532  
dmsmith@concordnc.com

**FLORIDA DISTRICT**
Charles Fowler  
2210 Northwest 14th Street, #10  
Miami, FL 33125  
(305) 836-8885  
sailing@fowler-sails.com

**GREATER NY DISTRICT**
Anthony J. DiResta  
11 Harbor View Place  
Center Moriches, NY 11934  
(631) 678-8710  
AJD4938@aol.com

**GULF DISTRICT**
Dan Kolenich  
4 Navy Lane  
Spanish Fort, AL 36527  
(334) 826-7175

**MICHIGAN-ONTARIO DISTRICT**
Robin Collins  
16 Valley Road  
Collingwood, ONT, CN, L9Y 3Y9  
(705) 445-8486  
rdc@ymn.org

**MIDWESTERN DISTRICT**
Walt Barnskis  
3601 Flag Ave, North  
New Hope, MN 55427  
(612) 545-3054

**NEW ENGLAND DISTRICT**
James Cavanagh  
20 Buierd St.  
Sharon, MA 02067  
(617) 784-5086  
cav@webmate.com

**NY LAKES DISTRICT**
Ann Soldman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 377-5731  
pseidman1@nycap.rr.com

**OHIO DISTRICT**
Patrick Glazier  
8500 Nottingham Drive  
Cincinnati, OH 45255  
(513) 174-5037  
pkglazier@computserve.com

**PACIFIC DISTRICT**
Charles A. Benick  
4980 Charger Blvd.  
San Diego, CA 92117  
(619) 565-2715  
obenick1@san.rr.com

**PRAIRIE DISTRICT**
Ty Hall  
3721 Lariat Lane  
Garland, TX 75042  
(972) 375-1956  
rharr@flash.net

---

**MY ADDRESS LABEL IS NOT CORRECT**

<table>
<thead>
<tr>
<th>Name</th>
<th>Street</th>
<th>City</th>
<th>State/Zip</th>
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<tbody>
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<tr>
<td>Change:</td>
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<td>Permanent</td>
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Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205