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JULY/AUGUST, 1998
Letters to the Editor

M y wife and I had just finished a club race on the small inland lake Fleet 41 calls home. We hadn’t done all that well but had enjoyed the nice breeze and the comradeship that accompanies such events. After having tied up at our mooring, we were chatting with another club member about the kids playing on the big inner tubes in our swimming area. She said that she had “taxed” behind a Scott several years ago and it was fun! Yeah, right! And you water skied, too.

Well, after planning pick up (rescue) routes and courses, our friend, Bob, donned his PFD, settled herself on her large inner tube and prepared to “tune” behind a sailboat! With my wife, Judy, acting as lookout on this low traffic afternoon, we set out to see if it could be done. Let me tell you, it can be done and it is really interesting for the “tuner” and the sailboat! Given a day with moderate winds, little lake traffic and attention to safety details, “tuning” can provide a pleasant afternoon’s diversion.

Roger Boyer, FSA 2010, Fleet 41, Michigan

I have written previously, but something about the current edition of “Scott’s Water” seemed to motivate me to write a brief note. My wife and I have been the proud owners of PS #6989 for four years sailing out of the Portage Lake Yacht Club in Pinckney, MI. Unfortunately, we had to remain landlubbers last season due to a medical condition of mine, which makes us all the more eager for the upcoming season of pleasure sailing and racing!

I’m writing to second the motion put forward by Phillip Olszczynski, and to let you know that we were thrilled to hear of Steve Bresnahan’s dedicated effort to putting together a new edition of “Highlights” and will anxiously await its publication.

Keith & Minnie Helfrich
Michigan

Editor’s Note:
Thank you for the letter! Steve is working with a committee and it looks like soon we will be offering this item for sale.

HIGHLIGHTS ARRIVES

The 1998 edition of “Highlights of Scotts’ Water” is now available from the FSSA office. It is a compilation of the best articles published in Scotts’ Water over the past forty years. It is intended to be used by the first-time sailor/Scot owner as a guide to our wonderful sailboat and as a reference for all Scott owners who wish to maintain their proficiency with the boat. The articles that are included speak specifically to the flying Scot and its unique characteristics.

“Highlights” includes articles on the history of the Scot, basic flying Scot lore, safety, convenience rigging ideas, cruising, and performance sailing. The contributors/authors include some of the best sailors and racers in the sport of sailing plus many people who have been instrumental in the development and promotion of the Flying Scot as one of the leading one-design sailboats in the United States.

Please contact FSSA Headquarters at (800) 445-5646 or (803) 765-0860 for more information.

Scot Class Shines in Adams Finals

by Larry Taggart

The Flying Scot was shining in many ways at the 1997 USSA Adams Cup finals held in mid-September at Southern Yacht Club in New Orleans. The event this year was combined in venue and racecourse with the Mallory finals sailed in J-22s. The racing conditions and facilities were excellent throughout the weekend event.

How did we shine? First of all, there were ten shiny brand new Flying Scots gratefully supplied by Harry Carpenter and Flying Scot Inc. Not only did Harry even spend the entire week as the event to keep the boats in tip-top condition, he also brought along Jim Otto from Flying Scot Inc. to help deliver the boats and assist throughout the week. Since this was the last event of the season, there was no real problem convincing them to stay.

The quality of the boats also shone throughout the event, as they were all rigged exactly the same, with identical new sails. With the series being a complete round-robin no one boat seems to dominate. While main and jib stayed with each boat, each skipper retained their spinnaker throughout the series to minimize damage to these sails, and it was also a great way to identify competitors from a distance.

At the beginning of the boat briefing, Greg Fisher pointed out many of the positive facets of the Flying Scot and the FSSA that make it one of the best boats in its class. At the boat briefing, Greg and Harry gave a stern to stern overview of the boat and how to sail it successfully. The boats were completely equipped by Harry, including compass, mast-head furls, best ideas, etc. The tactics only needed to step aboard the boat and sail.

The third way in which our class was shining is that the overall winner, Amy Chapman Klaesnisch, is a long time Gulf coast Flying Scot sailor from Racine Yacht Club in Mobile (in her high school days she was occasionally one of my crew.) Her crew was Sue Hall and Jackie first place winners Amy Kleinstrand, Jackie Gansnitz and Sue Hall congratulated by Karen Kozen side of the rubber boot. This method resulted in absolute no damage to the boats. Harry and I were rather popular during the swaps as we supplied them with drinks as well as a little encourage- ment. But we were the most popular after the races were over for the day and we came along with our cameras to check on them. Let’s just say our nick names were the beer gods!

Gurski, Amy has twice served as crew on winning Adams teams, but this was her first championship as a skipper. Without going into the race by race action, it suffices to say that it was a close series, down to the final race. Other sailing publications can give you the exciting details if you are interested.

I worked with Harry and Jim throughout the week and assisted on the change boat which was a right- bottom rubber boot that normally behind a 50 foot spectator yacht. When it was time to change boats between races they were using cross swapping the respective boats were hailed and came along such a...
Here are some other items of interest related to the event. Each boat was rigged with a "reef" on the bngh lue to keep the boom from breaking should the vang be over tensioned. But there were no major on the water repairs, except for the replacement of a "multipurpose" bolt that was lost under way. We did, however, repair one of the J-22's. During a delayed start because of a break down (a harpoon block had came apart) we came to the rescue as the Mallory folks did not have the necessary spare parts on the water. The ladies really did a great job taking care of their Scot's! A All in all it was a fun week for all of us, and the Association picked up a few new supporters and members from the lady sailors! I wouldn't mind helpping out again with such a national event — as long as it's the Adams!

Congratulations to Amy, Jackie and Sara, and to all of the other teams who made it to the Adams finals.

Harry and Larry

Pacific District Regatta
by Dennis Krumm, FS 3497, Fleet 100

After two years of promoting by our fleet captain, my crew Jeff Crombie, and myself decided to compete in the 1997 Flying Scot's District, August 16 and 17. This event has been held on Tomales Bay, just north of San Francisco for the past 30 plus years. Competitors from San Diego and the Northwest have never defeated the Inverness Yacht Club sailors and thus the Districts have remained on Tomales Bay. Our goal was clear — beat the IYC boats and move the Districts to the northwest.

My wife Randi and I left Marysville, Washington (30 miles north of Seattle) three days before the regatta which gave us two days for leisurely driving, one day to check out the race course and to visit Point Reyes National Seashore. The drive turned out to be anything but leisurely with two flat trailer tires and the failure of two axle of trailer wheel bearings. The first time the bearings went out in Salem Oregon, they were replaced with the wrong size units. Six hundred miles later the correct bearings needed to be installed. Finally we arrived Thursday afternoon and were warmly greeted by one of the yacht club sailing instructors, Chris. He oriented us to the bay which is long and narrow with very thin water and a sticky black mud bottom. According to Chris and other Fleet 100 sailors that have raced on Tomales Bay in previous years, local conditions are characterized by gear testing north winds.

On Friday Randi and I toured the Point Reyes area visiting the historic lighthouse and Drakes Bay. This National Seashore area has little development and though only an hour and a half by car from San Francisco the peninsula has a very rural feel. No jet skis, no water skiers and lots of Lynxes and sailboats. Point Reyes is well worth the visit by itself. That afternoon we picked up Jeff at the Oakland Airport and then went for a practice sail. What a disaster — next to no wind with one hundred eighty degree shifts, ten to twenty seconds apart. A sign of things to come.

An idyllic setting frames the approach to the dock at Inverness Yacht Club, 30 miles north of San Francisco, where Pacific District championships have been held since early days.

On race day the wind was light and from the south. We finished second in the first race beating all the boats but behind a boat sailed by two Adams Cup women and the other IYC sailing instructor, Nick. Ruth, the skipper and Mourne will represent the southwest district at the women's national championship in September. The Adams Cup was sailed in Scots and they were racing in the Districts to learn the class. They adapted quickly.

We won the second race with the ladies second and the locals trailing. The last race of the day was sailed in light and super finicky air. The two hottest IYC boats, the Adams Cup women and ourselves finished in the middle of the fleet. We finished second in the first race of the day. The second race almost finished with the entire fleet finishing within sixty seconds after two hours of sailing.

At the awards ceremony there were some tense moments for the locals until the first place Adams Cup ladies decided to return the Districts to Tomales Bay. IYC sailors were incredibly lucky with this turn of events since it is over 100 miles to Fleet 150 waters! We were fortunate to finish second and that the normal heavy north winds took a vacation during the regatta. The resulting foggy sound like conditions were to our liking. Also to our liking was the tremendous hospitality of all the Inverness Yacht Club members.

Ah! the good old ( Dickinson) regattas. Lauren Gauca and friends enjoy the picnic food at Kilbury Beach.

Pacific District Flying Scots race on Tomales Bay in the August 16-17, 1997 Pacific District Championships with mild, unglamorous Tomales Bay wind.

Full House at Pacific District Regatta in 1997
by Charles Benick, Pacific District Governor

With all those from the west coast represented for the first time ever, Flying Scot sailors sailed at Inverness, California, in the West Coast championship in August 16 and 17, 1997. It was an unusually calm weather week ended on Tomales Bay, 30 miles north of San Francisco. This remote, narrow inlet, formed by the northern extremity of the San Andreas Fault, saw no earthshaking changes in the traditional standings, but there were some surprises, the finish of the last race being among the biggest.

Winners overall were the Kertowitz crew in FS 31, from Inverness Yacht Club's Fleet 40, the home fleet. But strong contenders Dennis and Randi Krumm from Fleet 100, Seattle, Washington, came in second. Lauren Gauca with Chuck Benick on crew, from the San Diego area, got a fifth, in FS 4367; Fleet 40's Captain Sandy Orsborn, in 4356, announced the results, said, "We got some outsiders blowing down our necks!"

Other places included former Fleet 40 Captain Sandy Orsborn, in FS 4706, who placed third; and the Mike Severns, of Santa Rosa, in FS 4406, who took fourth place.

While Tomales Bay is usually blowing 20 knots or better; the weekend was unusually mild, with several hours of totally dead air. The climax of the races came with the finish of the last race Sunday, every one of the 12 Scots finished within the space of a minute or two. At the finish line, the committee air horns sounded like an emergency locking signal in a seaway channel at one point. Stealh's Ken Nelson, Fleet 100's captain, said he is resolved to race in next year's championships. Fleet 40 has kept the district's trophy since its inception. Things may yet be heating up for the 1998 Flying Scots of Tomales Bay.
Sailboat Racing with All the Comforts of Home: Learning How it's Done on Posey's Simulator
by Charles Benck

It's a cold, blustery, evercast day. A full gale is howling up the bay, the wind chill is numbing, and the snow and ice are piling up on the ground. What's gonna do? SAILING, NATURALLY! No, not out THERE. Drat! On your computer. With your Thistle, or your Laser, Snipe, 505, J15, Lightning, keelboat, either of two catamarans, offshore boat or America's Cup class. Posey Yacht Design's advanced racing simulator ($54.95 plus shipping; 30% discount for each additional copy from Posey) lets you do all this in the comfort of your computer corner at home, dry and warm, with a flagon of buttery and a tray of canapes at your side. As a Flying Scot sailor, I'm out of luck here, though the Thistle is a good substitute. I decided that, as the world's least experienced, and therefore worst-weather sailor on the Bay, I'd like to see if using a computer could teach me what a successful sailboat racer does to win. Advanced racing simulation seems to do simulating does. I've been "racing" in its simulated 10-foot Lightning fleet at a relatively low Level 5 difficulty level, and in fact I'm in first place on a triangular course in two of three races. This does wonders for a guy's ego.

It works with Windows 2.x or 95, and with Macintosh 5. You boot up the floppy, and choose boat class, wind strength (strong to moderate, light), difficulty (1 - lowest to 5 - high), fleet size (2 to 15 boats), tides or none, (windward/leeward, triangle one or two around, etc), position of shoreline (north, east, west, north-east, west, and velocity matched good and 95% on screen (with performance penalty). Click START and see the layout of your competitors and compare headings for each leg. Click VIEW and WEATHER and get a table of wind directions at the committee boat over the past hour, plus speak, temperature and general weather. It's a good time to take notes, draw the courses, and write down the optimal headings on each leg.

Touch the spacerbar and see yourself and other boats maneuvering below the starting line. An optional helipcopter view is in one part of the screen. You begin at the unattended end near the committee boat, your sheet, vang, outboard, gaff, and traveler are in the cockpit, the trimmer and crew are in the center of the boat. A countdown clock is running in upper left, wind direction, direction to mark and boat compass heading are displayed at screen bottom. You adjust sheet, crew jumpers (on cockpit, hull, vang, mast, bend, and traveler set for your pre-race maneuvering, left and right, upper works with the move the on the screen bottom right, a hazard on the race you position and course and compass headings for each leg. Click VIEW and WEATHER and get a table

For more information call Steve Bellows, your Flying Scot sailmaker

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For more information call Steve Bellows, your Flying Scot sailmaker.
Sail America Inducts the Flying Scot into the American Sailboat Hall of Fame
by Harry Carpenter

A boat that has earned lasting recognition for fostering new enjoyment and growth in the sport of sailing through excellent design and production integrity... Guided by this standard, Sail America has selected 14 boats for induction into the American Sailboat Hall of Fame since its founding in 1994. These Hall of Fame boats are true American classics, exemplars of the extraordinary skill and ingenuity of American boat builders. They range in size from 10 to 41 feet. Several date to the dawn of the fiberglass era and are considered collector's items; others are still in production selling briskly. All have profoundly influenced the sport of sailing. By their sheer excellence they have made sailing better. A committee of magazine editors comprised of Bill Schewan, SAILING Magazine, chairman, John Burack of SAILING WORLD and Patience Wales, SAIL, made selections for the Hall of Fame. Half-models of Hall of Fame boats are displayed each year at Sail Expo, and are on permanent display at the Museum of Yachting in Newport, Rhode Island.

On February 6, 1998 at Sail Expo in Atlantic City, the Flying Scot became one of the fourteen sailboats to be included in the American Sailboat Hall of Fame. The Scot was the first centerboard dinghy inducted and joins a distinguished group of designers. (see list below) Flying Scot, Inc. president, Harry Carpenter, accepted the award along with long-time Scot builders Eric and Mary Annmann. In his acceptance speech, Harry recognized Flying Scot Designer Gordon K. "Sandy" Douglas and read a short letter that Sandy wrote in 1957. In this letter, Sandy explained what led him to design the Flying Scot. He wrote, "As the result of my years of correspondence and conversations with sailers and prospective sailors, I had formed a pretty definite conception of a boat which would answer the growing need for a planing family-type boat, a boat which could be used for day sailing as well as racing, could carry a crowd and yet could be sailed by two persons under normal conditions." He closed the letter by writing, "The Flying Scot, then, is the embodiment of an idea for better sailing for many people." In the brochure for the induction ceremony, Sail America wrote:

It could easily be a description for a mass-market daysailer designed in 1957. "Simple, Comfortable, Easy to Launch, Stable with positive flotation. Good sailing performance."

Instead, it's the pitch that's been made consistently over a 40-year period for that prototypical family daysailer and hard-back one-design racer, the Flying Scot.

A boat designed to satisfy the demands of the cruising and racing worlds, the Flying Scot is a boat that is both practical and affordable. It is a boat that is easy to build, easy to rig, and easy to sail. It is a boat that is both durable and portable. The Flying Scot is a boat that is built to last, and it is a boat that is loved by its owners.

The Flying Scot is a boat that is loved by its owners. It is a boat that is built to last, and it is a boat that is loved by its owners. It is a boat that is built to last, and it is a boat that is loved by its owners.
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**SCOTS IN WATER JULY/AUGUST, 1998**

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Sailing on Upper Saranac Lake
by Cynthia P. Coursen

Seven years ago my neighbor on Upper Saranac Lake took me for a sail in his Flying Scot. I was impressed and he told me there was another one on the lake. I commented that it would be nice if we had a sailing fleet on Upper Saranac. He said it would - he'd help me but he didn't want to do all the organizing work. What sort of a boat would we race? We had an old wooden canoe and there were various other boats around. I was familiar with the Lightning, Thistle, Salter, Star and some small cat boats. I pondered, and thought, who will I ask?

When I was a teen my father built me a self-designed cat that I could play around with when we were cruising. World War II commenced and I was looking for something to work after my freshman year in college. There being no men, I bought the sailing instructor at a Cotuit hotel, The Pines, on Cape Cod. That was my introduction to islands and a fleet of gaff-rigged boats - a heavy responsibility for my experience. The next summer was the U.S. Coast Guard Auxiliary U.S. Fireboat 12. 1/8" scale model was a real challenge. I arranged with the yacht club to model all of the sailboats in the area. I drew plans and worked on the project. The club's interest was high. We had a Junior Sailing Program using their new natural finish, golden colored wooden boats of dinghies. Here I served as a race committee for the adult races every weekend as a helper. Next I had a job as sailing captain at Camp Bryn Aven in Eau Claire, Wisconsin. Then I helped start a Junior Sailing Program as the Red Dragon Canoe Club at Burlington, N.J. a hot bed of Thistles, and Lightnings. Lots of varied experiences gave me a mixed bag of tricks. It came to me that I was not Without experience and maybe the best source I knew to choose a class boat. So I decided, for reasons well described in other places, a Scot would be the right boat for our lake. I bought used in St. Louis and my husband and I brought it joyfully to the shores of the Saranac.

My husband, an engineer by training and temperament, and I launched and rigged it, instruction book in hand, putting out each new direction. When we got it in the water we were uncertain about how to bend the mainsail and we started the eight mile trip down the lake on jib alone. I had read that the best breakage at a boat occurs in the first hours of getting acquainted with its systems, so we advanced cautiously. It soon became clear that we would have to become braver and we got in the ice of an island and raised the main. A few hours later we sailed eight miles down the lake and arrived triumphantly at the front of our camp, what a thrill.

Next day I got some markers out to simulate a starting line and went out with my nephew as a crew - he didn't know how to sail. I pointed some precise starts with a watch. A gusty wind was blowing and I was approaching the line. My husband climbed the mast and we got the boat stepped and we got into the opposite heading and I felt our backsides were the same. I couldn't get back aboard so I tied my nephew through backing home while I trailed behind hanging on to the transom line.

Our weekly races began and we worked to build our fleet. We invited anything that had a mast, by flyer attached to the rigging, to join us, including the Girl Scout from Eagle Island, we had a Hampie, a 410, a 412, some Starfish, 4 Tammers, a Lightning, a Salter, a Comet.
and five Scots. My husband learned to use the Portsmouth Numbers to even our playing field. We worked on the rules, and improved a little each year. Everyone contributed what he or she knew, and what they could. We became Upper Saranac Sailing Association. We had three Scots, then four, then five. This year there will be seven.

Last week I received a notice that we have become a Flying Scot Fleet within the Upper Saranac Sailing Association. We are a community who play by sailing seriously. We are all for each other. All my seven years four years learning from one person after another and the last seven years of the Saranac Lakers working together to make a viable challenging sailing association began to vibrate together into a surrounding Pomp and Circumstance.

A few days later I opened my eyes in bed with my dream clearly in my mind. I was approaching the windward mark as the head of the fleet. I have done it on rare occasions. I was tense not daring to break my concentration. But then, just as I looked over my shoulder to see what the opposition was doing behind me, they were, four...tearing down hard...but they weren't Scots. They were square riggers, big men and each square sail was a different color of the rainbow. The slosh of their prongs thrusting through the sparkling cold waters was close behind ready to over run me...Could the rainbow colors be God's covenant with me that these fleets would survive? Or was I spurring an notion that my thoughts of this Fleet of sail that would grow and grow on the Saranac Lake? Wavering the race was definitely not what it was all about. It was the birth of Fleet 53.

Our Fleet is a summer fleet and we get to Saranac, N.Y. we don't budge. We come from Colorado, Connecticut, New York, and Florida and when we get here we stay. But we do enjoy visitors and they are always welcome at the race - Saturday at 2:00 July 4th to Labor Day and we rarely hope you will join us for any eating together we schedule. Should you have the talent to give us a rules or tactics or rigging forum we'll set it up pronto. JABALITE@msn.com.

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**OUR NEW SCOTS are unique. We take delivery of the hulls without running without any production. 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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**BOAT HOISTS:** Lake sailors, you can end bottom-washing and dry-sailing hassle with our aluminum "A"-shaped boat hoist with custom-designed boat dock package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

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

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

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ATTENTION NEW MEMBERS SINCE 1998

Please contact me at 1-800-445-8629 if you have not yet received a welcome packet including the by-laws and specifications. The handbook is being updated and a new book should be available by September.

I look forward to hearing from all of you soon. Welcome to the FSSA and Happy Sailing! 

Andrella Brunson
Membership Services

Meet the Staff

H ello, my name is Courtney Cantrell. I have worked for J. Edgar Rutbaaks and Associates, Headquarters for Flying Scot Association for three years. I do many different jobs in the office but in regards to the Flying Scot Association, I take care of all the mailings that go out which includes mailing the annual membership cards, rosters, and the Handbooks. I also take care of the Royalty tag orders. I also have the role of computer advisor, and beginning July 1, 1998, I will be the contact for the Flying Scot Sailing Association Web page.

I am the only child of Sharon Cantrell. I am attending the University of South Carolina and will be starting my third year in the fall. I am here to help you in any way I can and in closing, "Happy Sailing!"

Courtney Cantrell

Starting Line

Note: Please send all Regatta Notices to the Association Office

Sandy Douglass
Memorial Regatta
July 25 and 26, 1998
Deep Creek Lake, MD
Sailors will find Deep Creek Lake the center of Garrett County’s recreational attractions - an ideal spot for a summer vacation. The lake is 12 miles in length with a shoreline of 65 miles. Garrett County is the home of Flying Scot, Inc., formerly the Gordon Douglas Boat Building, established by the late Gordon K. Gordon. Designer of the Flying Scot, Deep Creek Lake is located about 100 miles from Pittsburgh and 175 miles from Washington, D.C., between Cumberland, MD and Morgantown, WV.

There will be three races on Saturday and two on Sunday followed by trophy awards in the championship and challenger divisions. We will help you find accommodations with local hotels or nearby campgrounds and motels. A boat launch and mooring/docking space will be provided. Registration will include a light meal Friday evening and continental breakfast on Saturday and Sunday morning. Other food and entertainment will be available Saturday. Information and registration forms can be obtained from Roger Greenhill (301) 817-9091, or e-mail: lcgs@graynet.net.

Fleet 177 Invitational
August 1 and 2, 1998
Huntington Beach Club
Stratford, CT

For more information, please contact Forfar Rogers at (301) 775-8850 or Melanie Dunder at (301) 855-0619 or e-mail F177@sidemesh.com.

Eastern Women’s Invitational Regatta
August 9 and 10, 1998
Fleet 6, Deep Creek Lake
Deep Creek Lake, MD

For more information, please contact Ann Hamilton at (302) 392-5096, (302) 338-433-8, or e-mail hamilton@lakela.ca.iff.net. Please check the homepage for exact times.

The Glow in the Dark
September 25 and 26, 1998
Clinton Lake, Clinton, IA

For more information, please contact Sunset Haven or Stuart Hettman at (317) 392-2550 or e-mail: chth@wells.com.

Whale of a SAIL
September 12 and 13, 1998
Lake Carlyle, IL

Spend a perfect September weekend at Carlyle Sailing Association’s annual multi-class regatta. Expect 125 boats, 15-20 Scots, great race management, great food, and a fine band. Excellent camping and Resort in the harbor.

For more information, please contact Jim Harris at (314) 466-4494.

Horricks-Palmer Invitational
September 12 and 13, 1998
South Slope Yacht Club
Bluepoint, NY

For more information, please contact Paul Patel at (516) 333-0409.

Harvest Moon Regatta and the 1996 Ohio Districts
September 12 and 13, 1998
Atwood Lake
Dellroy, 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 race on Sunday. For more information, call Fleet Captain, George Rockland at (330) 874-841.

Hot to Trot Regatta
September 15 and 16, 1998
Portage Lake
Pinckney, MI

Come to Portage Yachts Club annual regatta for good racing, fun and fellowship.

For more information, please contact Fritz Wagner at (810) 229-2930 or email: fritzjcr@geocities.com

LI Summer/Sprague Memorial
August 8 and 9, 1998
Monomicon Yacht Club
Center Moriches, NY

For more information, please contact Tony and Regina DiCaterina at (516) 575-4793.

New York Lake District Championship & Saratoga Lake PS Invitational
August 15 and 16, 1998
Saratoga, NY

For more information, please contact Peter and Renee Solomon at (516) 877-9771.

1996 Flying Scot Canadian Championship
August 22 & 23, 1999
Stony Lake, Ontario, Canada

The bi-annual Flying Scot Canadian Championship is scheduled for August 22 & 23, 1999. This regatta is famous for its hospitality and competitive racing. Accommodations are provided through volunteering at local collages. All meals from Friday night’s arrival to Sunday afternoon’s departure are included at the Stony Lake Yacht Club. There will be four races, two on Saturday and two on Sunday. A countdown of the top Clubs Canada v vs Team USA a-rotten is planned for the Saturday evening cocktail hour.

For more information, please contact race chairman Dave House at (416) 489-1727 or email: robomantics@telling.com.

Labor Day at the Rudder Club
September 5 and 6, 1998
Rudder Club
Jacksonville, FL

It’s Labor Day at the Rudder Club for Flying Scots. (First event of the 1998-99 Florida District Series)

For more information, please contact Jim Hamilton at (302) 392-5096, (302) 338-506, (304) 356-0055 (remote), or e-mail: hamilton@lakela.ca.iff.net. Please check the homepage for exact times.
Sail for the Grall Regatta
September 26 and 27, 1998
Near Pittsburgh, PA
Fleet 80 invites you to a weekend of competitive sailing at Lake Arthur. We plan to have five races - three on Saturday and two on Sunday morning. Expect to have 29-32 Flying Scots on the starting line; however, Saturday night will be something to remember for 'Uncle Charlie' who will grill the best meat that you have ever tasted. Camping and meals are located nearby. For more information, please contact Dale Gaffney at (412) 261-6869 or e-mail dgaflin@pop.phil.net.

Capitol District Championship
September 26 and 27, 1998
Lake of the Woods, VA
Lake of the Woods is located west of Fredericksburg, VA in the heart of one of the nation's most historic Civil War battlefields. Accommodations are plentiful and camping is available. Come early and tour Fredericksburg and Chancellorville, then bathe it out (if you can) for the District Championship. Five races are planned.

For more information, please contact Hance Nicholas at (404) 973-5502, or e-mail him at the nicolas@freenet.att.net or Frank DeLaff at (703) 271-2718, or flyscott@kcmo.com.
http://www.ps-central.com/lscow/coven.htm

First Annual Fall 48 Regatta
October 31 and November 1, 1998
Lake Norman, NC
End your sailing season in style. This three day event promises to draw 30-40 boats, and it is in the best time of year to sail in the Carolinas. The water and air temperatures average over 70 degrees. Join us for dinner on Friday night at Lido Delfina, and enjoy camping and swimming at our splendid club.
For more information, contact regatta chair, Larry Wetz at (704) 442-1669 or e-mail ldotdel16@msn.com.

Cajun County Championship Regatta
November 7 and 8, 1998
Lake Arthur, LA
FSSA Fleet 152 and Lake Arthur Yacht Club are proud to host the 1998 annual FSSA CGC Regatta. Five races are planned. For more information, please contact MI Reef at (318) 254-0778.

Ohio District Schedule
July 25 and 26, 1998
Sandy Douglass, Deep Creek, Fleet 6
September 12 and 13, 1998
Ohio District Championships, Asprop Lake, Fleet 05
September 26 and 27, 1998
Sail-for-the-Grall, Lake Arthur, Fleet 80
October 3 and 4, 1998
Grand Annual Regatta, Cove Run Lake, Fleet 165

1998 Northeast Flying Scot Regatta Schedule
July 19 and 20, 1998
Central NY YRA Championships
Fair Haven, NY
Lorraine Palminteri (315) 947-5381
August 1 and 2, 1998
Fleet 177 Invitational
Stratford, CT
Forest Rogers (203) 772-0655
August 8 and 9, 1998
IJ Summer/Springquan Memorial
Cazenovia, NY
Terry & Regina DiBella (315) 878-8710
August 15 and 16, 1998
Sanatoga Lake Flying Scot Invitational & New York Lakes District Championship
Sanatoga, PA
Peter & Ann Goldstein (518) 877-8731
August 22 and 23, 1998
Columbia Championships
Stoney Lake, ON
Bruce Heard (416) 869-1737
September 12 and 13, 1998
Mansquam Regatta
Sharon, MA
Jim Gagneau (617) 784-5088
September 12 and 13, 1998
Gilmermess Regatta
Cooperstown, NY
Dick McKeen (607) 433-3815
September 12 and 13, 1998
Harrick-Palmer Invitational
Burlington, VT
Paul Parfett (802) 963-9049
September 26 and 27, 1998
Candlewood Lake Regatta
New Fairfield, CT
Frank Stiefhuesman (203) 746-4752
September 10 and 11, 1998
Fleet 7 Ponders Invitational
Riverside, CT
Ed Davis (203) 637-1055

ATTENTION ALL FSSA MEMBERS!
We VERY much appreciate all the photos you send in for publication and we would like to have more photos. 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 keep sending them in along with any regatta or sailing news!
If you have any suggestions or questions, please contact the Association office.

Acrylic covers last “Twice as Long”...
Twice as long as what?
Here are the simple facts:
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that’s long! We know, because we’ve been manufacturing quality one piece deck covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.
Acrylic covers are OK for light duty. They’re light weight and colorful but they won’t hold up to outdoor winter average or freezing. And the dark colors hold heat which can cause serious damage to your boat.
Poly Army Duck covers are great for heavy duty service, winter storage, transplanting and moving. This heavy duty, heavy duty fabric is available in your choice of these high quality colors. Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished in our factory and we put no restrictions of any kind on our covers.
So, when you’re ready for a new boat cover, choose the quality standard of the industry...a cover by The Sailors’ Tailor.

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Flying Scot New Members

Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less. A $25.00 fee is charged for placements in both Scots in Water and the PSSA Newsletter. A $15.00 fee is charged for placement only in Scots in Water. Send or fax submissions to Association Headquarters at 301 518-9050. Payment will be made upon receipt of payment. Send payment to PSSA Headquarters, 3008 Milwood Avenue, Columbus, OH 43203.

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JULY/AUGUST, 1998

23
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- $1.50 orders up to $5.00
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