Flying Scot Sailors Win Championship of Champions!
Thanks To All Our Customers Who
Look Good Making Us Look Good!

Graham Hall and Kris Smith dominate 1999 circuit:
10 firsts, 2 seconds, 2 thirds.

Ira and Cathy Cohen - 1st in wife-husband Nationals

Kelly & Heidi Gough - 1st again at the 1998 N.A.s!

Brian & Greg - proud to be your personal
Flying Scot reps

No. 1 in One Design

North Sails One-Design Central
North Sails One-Design East
North Sails One-Design West
North Sails New Orleans

Greg Fisher 494 E. Johnstown Rd. • Gahanna, OH 43215 • Ph: (614) 418-9410 • Fax: (614) 418-9411
Brian Hayes 189 Pepe’s Farm Rd. • Milford, CT 06460 • Ph: (203) 877-7627 • Fax: (203) 877-6942
Eric Doyle 1111 Anchorage Lane • San Diego, CA 92106 • Ph: (619) 226-1415 • Fax: (619) 224-7018
Benz Fuget 1716 Lake Ave. • Metairie, LA 70005 Ph: (504) 831-1775 • Fax: (504) 831-1776

www.northsailsonline.com
CONTENTS

January/February 1999 Volume 43 Number 1

4 From the President
5 Championship of Champions Regatta
8 The 1999 Mid-Winter Regatta Registration Form
9 The 1998 Wife-Husband Regatta
13 Goodbye to Fred Tears
15 It's a Family Affair on a Flying Scot
17 Fleets In

In Every Issue
19 Starting Line
22 Flying Scot New Members
23 Caveat Emptor

ADVERTISERS

2 North Sails
6 Sailors Tailor
12 Fowler Sails
14 Schurr Sails
16 Flying Scot, Inc.
20 Midwest Sailing
22 Sabstad
23 Rookie Sails

Attention Web Surfers and E-mail Users
The FSSA Flying Scot Website is online. Visit it at http://www.fssa.com with your favorite browser.
The email address for regatta notices and regatta results to be published in Scots 'n Water is info@fssa.com Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format.

Scots 'n Water
Registered Trademark. Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume 43 No. 6 Subscription is $8 a year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.
Publication Deadlines: January/February issue, October 15; March/April issue December 15; May/June issue, February 15; July/August issue, April 15; September/October issue, June 15; November/December issue, August 15. Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205.
Postmaster: Please send change of address to Scots 'n Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824-1066, (217) 355-1220 (O), Fax (217) 355-2587, Email: Hartsgu@msn.com.
On the Cover: Kelly Gough, Heidi Gough and Natalie Mauney win the Championship of Champions Regatta.
From the President
by Dan Goldberg, FS 4991

This message is mainly for you Yankees north of the Mason-Dixon line. You Southerners may find it interesting too.

If you're like me, you're stuck in the cold north for another winter, boat hibernating under wraps, and you're depressed about not sailing all winter long. So what can you do that's sailing-related to help pass the winter? I've discovered a number of things through the years that you may also find worth checking out.

First, there are lots of books about sailing. For racers, I highly recommend Dave Perry's "Winning in One Designs." It is available from US Sailing. Stuart Walker's early books, including "The Strategy and Tactics of Small Boat Racing" and "Advanced Racing Tactics" are also good, but a little harder to read. I can barely read his latest books, such as "Wind and Strategy," so don't bother unless you're really into adiabatic inversions. For non-racers, I highly recommend "Adrift" by Steve Callahan. It's really more about sinking and subsequent drifting than sailing but it's really fascinating.

Second, there are a lot of sailing magazines. For racers, there's "Sailing World" which contains a lot of general information and useful racing tips each issue, plus an update on US Sailing and Olympic events. There's also Dave Dellenbaugh's newsletter: "Speed and Smarts," which is strictly dedicated to improving your racing performance. For non-racers there are "Sailing" and "Yachting," which place more emphasis on big boats and cruising.

If you're more of a hands-on person, there are a number of late winter-early spring boat shows if you want to touch wood and fiberglass. If you're handy with a computer, there are a number of sailing and racing simulator computer games. Of course, the ultimate hands-on activity is a sailing school. For racers, the Offshore Sailing School and J-World Sailing school offer beginner and advanced racing courses. I've been to both and think they are excellent. Kolius also has a sailing school but I don't know much about it.

If you're really serious about racing, you can spend the winter working out so you'll be in top shape for Mid-Winters or those windy spring days in the north. Personally, I think that kind of stuff is best left for the crew!

HIGHLIGHTS ARRIVES

The 1998 edition of "Highlights of Scots n' Water" is now available from the FSSA office. It is a compilation of the best articles published in Scots n'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 Scot 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) 445-8629.

Member Price: $16.00, Non-Member Price: $20.00, plus shipping/handling of $4.00.
Championship of Champions Regatta

BY GREG FISHER

The Grande Maumelle Sailing Club hosted the 1998 Championship of Champions which was held in Flying Scots. Kelly Gough, Heidi Gough and Natalie Maumey represented the Scot Class dominating the event with finishes of 1, 1, 2, 2, 2, 4, 2, DNS. They beat some of the toughest competition I personally feel the event has ever seen, with Dave Dellenbaugh of America's Cup fame in second place, Scott Irwin from the Interlake Class in third, George Szabo, Snipe National Champion and past two time Championship of Champions winner in fourth place. The regatta was handled especially well by the Grande Maumelle Sailing Club and specifically their Flying Scot Fleet. Don Wright worked very hard to organize the acquisition of all the boats and kept the event running smoothly. Commodore Bill Brierley also a Flying Scot sailor, organized the fleet members and was the trophy presenter. Harry Carpenter delivered two new boats to the event and stayed the entire week, helping to maintain the fleet and represent the Scot Class. In his usual style, Harry was always available to help and was a great ambassador for the Class.

The regatta was a great one condition wise since the races were sailed both in flat out drifters to the flat out gear busters! However, there were really no breakdowns to speak of and the boats demonstrated their durability with only one break down flag the entire week.

Great job Kelly, great job to the gang at Grande Maumelle, and a great job to Harry for continuing to support the Class the way he does.

The photo on the cover is a great shot of Kelly, Heidi and Natalie taking the pin at the start and just as it appears, they sailed another ten boat lengths, tack, crossed the fleet and sailed on to win the race by fifty yards.

AS VIEWED FROM “SPIRIT”, THE GMSC RACE COMMITTEE BOAT BY SHERRY WRIGHT

If you host it, they will come! And they did - all the way to Little Rock, AR. Boats from Lake Carlyle and White Rock Lake in Dallas started arriving the weekend before the regatta, as did the competitors from Duluth, MN. By Tuesday afternoon our club was a mass of vehicles, Scots, trailers, sailors, and the champions. Seventeen Flying Scots were made as equal as possible - equipment checked, and rigging tuned.

There was a casual reprimand at the GMSC clubhouse Tuesday night, and Wednesday dawned clear and bright. (Except for Friday morning, the weather was perfect with temperatures between 65-80 degrees all week). Greg Fisher gave the competitors a short Flying Scot tuning/trim seminar and this was followed by the skippers meeting at 10:30 am. Scots were launched and the sound of sixteen sets of crisp new North sails was the equivalent of “Gentlemen, start your engines!”

As the competitors neared the finish line of the short practice race, I learned something new...some races consider it bad luck to cross the finish line during practice, while other racers can’t come face to face with a finish line and NOT cross it. We had both kinds. Lunch was served on shore, then back to the race course for the real thing.

Race 1. Course-modified Olympic, wind southeasterly light and shifty.

After what seemed like an eternity, the wind filled in nicely and there was a start at 3:00 pm. (Remember, I'm on the committee boat).

Rounding the first mark it was Brad Wieland, Kelly Gough, and Dave Dellenbaugh. Gough rounded the second mark first with

Continued on page 6
Wieland and Dellenbough on his heels. Second long windward had a big lift for boats going to right side of course and brought Scott Irwin into top three contention. Gough hung on to his lead but Dellenbough was right there waiting. At the finish it was Gough, Dellenbough, Irwin and George Szabo.

Wednesday evening there was dinner at the clubhouse and socializing with GMSC members. The Champions introduced themselves and their crew and gave a short sailing biography. A little bubbly added to the ambiance.

**Thursday -**

**Racing all day. Harbor gun 9:30 am.**

Race 2 - Course - Full Olympic. Wind easterly and light.

Three general recalls, a squaring of the line and fourth start was a clean one. At the first mark it was Wieland, Dellenbough, Dean Snider and Gough. Rounding the third mark came Dellenbough, Wieland, Gough and Szabo. Gough passed Wieland on the second long windward and Dellenbough went to third. Up to the last leg the top three favored the left side of the course and saw the wind lighten. Steve Brace found some air by going right and finished third behind Gough and Wieland, ahead of Dellenbough.

Race 3 - Course - Full Olympic. Wind Southeast, gusty about 12 knots.

A few course adjustments by the race committee, and the race was on. In order at the first mark; Wieland, Gough, Szabo and Dellenbough. Same four up front for the entire race. The finish was very close and by two’s Szabo and Gough (1st and 2nd respectively), and Dellenbough and Wieland (3rd and 4th respectively). Scott Irwin filed for equipment breaking score adjustment. Boat #14 was replaced by the stand-by boat between races.

Race 4 - Course - Windward-Leeward-Windward (WJW). Wind Southeasterly under 12 knots.

---

**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 design boat 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 storage or trailering. 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, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at 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 Sailors’ Tailor.

---

**The Sailors’ Tailor**

191-FS Bellecrest, Bellbrook, OH 45305 • www.beanbag.com
Following a clean start at the first mark, it was Szabo, Gough, Dellenbaugh and Bruce Dryden. This was a short race with Szabo getting the gun followed by Gough, Dryden and Dellenbaugh.

Race 5. Course - Full Olympic. Wind South at 8-11 knots. Once again there were three general recalls, and the pin was reset. This time the "i" flag was up at 5:00 pm and we had an amazingly orderly start. Gough thought he might have been over (he wasn't) and did a round the pin restart. At the first mark Matt Fisher led, followed by Dellenbaugh, Irwin and Gough. The next reading got us rounding the second long windward. Then it was Fisher, Dryden, Irwin, Dellenbaugh and Gough (Kelly had his lowest racing regatta finish in this race. He was racing in my boat!). The first and only protest was filed after this race, but it was later dropped. Everyone is tired at this point - even the boats. Drew Daughtery, Regatta Chairman, was driving the boat with Harry Carpenter and Greg Fisher around on fumes. Thursday night was an open night. I don't know what others did, but at my house, we ate and went to bed. Standings - Gough - 10 points; Dellenbaugh - 14 points; Szabo - 17 points; Irwin - undetermined because of Race 3.

Friday - Harbor gun at 9:30 am.

Race 6. Course W/LW. Wind mostly Southerly 14 knots gusting to 25, black clouds overhead and occasional showers.

One general recall and out comes the "i" flag. Second start at 10:30 am was clean. Once again Gough favored the left side of the course. Dellenbaugh was middle to right side of the course. At the first mark it's Dryden, Gough, Irwin, and Colleen Cooke. The race committee barely has time to set the finish line before boats start rounding the second mark. Somewhere on this leg, Heidi Gough went swimming briefly. Kelly picked her up with one hand and before her feet hit the deck. Kelly was ordering her to "trim the sails!!!" Bruce Dryden took the gun, followed by Gough, Irwin and Szabo. Time lapsed - 30 min.

Race 7. Course - W/LW. Wind same as last race.

Kelly Gough is not running this race. (Heidi probably needed a hot shower and dry clothes) Shortly after the start, George Szabo did a 720. At the first mark it was Dellenbaugh, Irwin, Fisher and Wieland. After the downwind leg, wind lightened to 10 knots. Scott Irwin takes first, Dave Dellenbaugh, second; Matt Fisher, third; and Chet Turner, fourth. With seven races completed there would be one throw out. Flying Scot National Champion, Kelly Gough, is this years "Champion of Champions" Dave Dellenbaugh wins second place. Remember Scott Irwin's third race equipment failure appeal? After his throw out and point adjustment for the third race, Scott Irwin roset out George Szabo by two points to take third place.

Congratulations and "thank you" to all the winners and competitors for a great regatta! You were all truly champions.
1999 Flying Scot Mid-Winter Championship
March 29 - April 2, 1999 • St. Andrews Bay Yacht Club
Panama City, Florida

The Race Committee for the 1999 Flying Scot Sailing Association Mid-Winter Championship invites you to join us in 1999 for one of the year’s best regattas. We had a great turnout last year with many close races and several places in the top ten going to tie-breakers at the final tally. Everyone had a great time on and off the water, and we are looking to do it all again.

This year, we are going to try something different! Responding to input from a cross section of sailors, we have decided to hold the first race of the regatta on Monday afternoon, March 29. Historically, the first race has been held midday on Tuesday. This change will allow for more flexibility in scheduling the six races around varying weather conditions. Hopefully this will eliminate the need to run three races in one day. It will also afford you, the well-traveled racers, an extra day during the holiday week to to get home and relax before returning to the dreaded “real world”. Sail measurement and registration will be backed up a day to accommodate those of you who arrive on Friday night or Saturday.

If you have any questions, please call Ellen Price at (850) 872-9740 or evbprice@aol.com or Claude Arnold at (850) 871-5146 or casail@aol.com. There is very limited camping space available, so please call ahead if you plan to do so. We will also be putting together information on hotel specials and will forward that information to you upon receiving your registration.

So, mark your calendar, come join in great racing, great fun, great people, beautiful trophies, free stuff, parties and MORE!

Eligibility: All competitors must be current members of FSSA.
Divisions: Championship and Challenger.
Trophies: Seven places each division; daily each division.

SCHEDULE OF EVENTS
Saturday, March 27: Registration/check-in and sail measurement, buffet.
Sunday, March 28: Registration/check-in and sail measurement, buffet.
Monday, March 29: Registration/check-in (early am); skippers meeting; first race; evening party.
Tuesday, March 30: Two races, if possible, evening party.
Wednesday, March 31: Two races, if possible; evening cocktail party.
Thursday, April 1: One or two races, as needed, evening awards banquet, entertainment.
Friday, April 2: One race if necessary; homeward bound.

Preliminary event timetable will be included with your registration confirmation; final timetable to be included in your registration package at check in.

1999 Flying Scot Mid-Winters Championship Registration Form
Skipper ___________________ Crew ___________________ Crew ___________________
Skipper’s Address: ___________________________________________________________
Sail #:_______________ Division: ☐ Championship ☐ Challenger USSA Member# __________
Fee: $80 if postmarked by March 10th. (add $5.00 if not providing USSA number)
$100 if postmarked after March 10th or in person at registration.

Make checks payable to St. Andrews Bay Yacht Club and mail to:
Ellen Price • 100 Cherry Street, #407 • Panama City, FL 32401
Five Races, No Protests, No Divorces

Harmony and Civility are the order of the weekend at the 1998 Wife-Husband National Regatta in Toms River.

By Wayne Simpson, Fleet 162

On June 13th, 36 families converged on Toms River for a weekend of wedded bliss and challenging sailing at the annual Wife Husband National Regatta. When it was over, five races had been sailed and 36 families headed home intact. By this metric alone, the event has to be termed a success with great sailing, outstanding race management and friendships made or renewed thrown in as an added bonus.

This year's event was hosted by Fleet 162 and the Toms River Yacht Club. This fleet has shown tremendous vitality over the past five years, starting with fewer than ten boats and growing to its current size of about 30 members. Most of these are based at the Toms River Yacht Club, where Flying Scot sailing begins in mid March and doesn't end until the Fall Froshble series finishes in mid November. On any given weekend during the summer, a Scot sailor can find competitive sailing on Saturday under the Barnegat Bay YRA and Sunday at one of the 13 local yacht clubs. A typical Flying Scot race will see at least 15 boats on the line, and usually more. Fleet 162 hosted the District Championships last year, and hopes the National Championships will come calling by 2000.

Founded in 1871, the Toms River Yacht Club is the second oldest in the nation (only the New York Yacht Club is older), and boasts the oldest perpetual sailing trophy in the United States. The Toms River Challenge Cup was first awarded just two weeks after the Club was founded and has been sailed for every summer since, making it the jewel in this venerable Club's crown. (What about the America's Cup, you ask? It isn't sailed for every year, and it's not in the United States right now, is it?) Toms River takes its competitive sailing seriously.

In all, 39 teams from as far away as Georgia, Ohio and Texas registered for the regatta but the threat of bad weather kept three of these at home. A fourth, defending Champions Kelly and Heidi Gough, came all the way from Texas only to have Kelly become ill with a stomach virus and drop out.

When we arrived early Saturday morning, the Toms River regatta machine was in high gear. There were volunteers to help with the parking, more to help with the rigging, and still more to help with the launching on the Club's two hoists. Inside, the coffee was brewing and the breakfast pastry tray was full. What we also had was fog dense enough to obscure the opposite side of the river less than half a mile away. After some deliberations, the Race Committee fired the harbor gun at 11:00 AM and sent the boats out into the fog on time. A few eyebrows, mine included, went up but sure enough, about halfway out the race course, the fog lifted. Though the day would remain gray and rain threatened throughout, this actually worked to our advantage, keeping the temperature down and keeping Barnegat Bay's thousands of powerboats in their slips and off the race course.

My wife Mary does not like the Flying Scot. I know, blaspheme. Although we have sailed together for the last 15 years and cruised the East Coast from Annapolis to Newport, that was on bigger boats with permanently installed heads. The Scot doesn't have a bathroom aboard, and that's what it takes to keep my wife happy. Mary has raced on the Scot a few times, but prior to this regatta she had never set, flown, gybed or doused the spinnaker unaided, so everything she did up there would be on my instructions. We had planned on several practice session before the races, but weather or other commitments kept us off the boat. Needless to say, I had limited expectations for our performance. My goals were to get around the course five times, not to flip over (though I guess you could lump that in with getting around the course), not to blow my stack and spoil the weekend, and finally, not to be dead last in the overall standings. We sailed in the Challenger fleet.

Continued on page 10
The Challenger Fleet gets under way on the second day of racing.

The races were held at the mouth of the Toms River in an area the locals call the "Wannamaker", where the shoreline opens up and forms an enclosure with plenty of room to set marks under all conditions. For the first race, the RC selected an Olympic triangle. The wind was a steady SW at 10-12 knots interspersed withulls and higher gusts. I hadn’t been in a race all season and was feeling pretty rusty, but to my surprise I got a beautiful start at the pin end, hitting the line with good speed at the sound of the gun. We were in a small pack of boats, the majority having elected to start at the committee end, tacking early to work the right side.

That had been my plan, too, but with a couple of boats on my hip blocking a tack, I had to improvise. When they finally tacked away I still felt lifted and elected to leg it out a while longer on starboard tack, working the left middle of the course. As we approached the first windward mark, I looked around at the fleet and started getting a warm feeling inside. "Mary," I said, "I don’t want to say anything but..." "Shut up!" she yelled back at me. "Shut up! Don’t spoil it!"

It’s funny how you can live with someone for years and still learn new things about her. For weeks, Mary had been telling me not to expect much from this regatta, "Be thankful they’re giving Participation Awards, at least we’ll come away with something," she said again and again. Mary had never been an athlete, had never played sports in high school and always preferred books to outdoor gear. But now, when it looked as if we’d put ourselves in a position to actually win this thing, she had suddenly become "Mary the Competitor".

We worked our way to the starboard layline about 10 boat lengths from the mark and tacked onto it several lengths ahead of our nearest competition. We rounded the mark cleanly in first but I’m afraid it was all downhill from there. Given our lack of experience with the chute, I had planned not to set it on the reach legs. Of course, I hadn’t planned on being in the lead, either. When we were passed by one boat and another threatened, I finally decided to set the chute.

The rest of the race was pretty predictable, with us losing a boat or two on each leg while we worked to get as a team. We finished in 8th place, a credible showing in our fleet of 18 boats but still a little disappointing considering the route we took to get there. On the plus side, we had set, gybed and dosed the spinnaker successfully twice, and I wouldn’t hesitate to set it again when necessary for the rest of the weekend.

The second race was another Olympic, and my rustiness showed a little more. I had bemoaned the rule changes and was right at the start line to wait for the start gun and could set my watch. When it went off, I had to pick my way through the fleet, and the wind died. I barely made it to the line in time for the start, but we turned in another decent performance, finishing 7th.

The third race, a Windward/Leeward Twice Around, I was just as soon forget. I bumbled the start and put us at the back of the pack. By the final leg to the finish line, we had worked our way back near the middle of the fleet by favoring the left side of the course that had worked well for us all day. Then the wind died. Completely. When it filled in, it came from the right. We were the last boat to get it, and consequently we were the last boat over the line.

One other boat had gone left with us. They were Laura and Brian Bolin, the Georgia Couple who won the award for traveling the farthest with their own boat to get here. When the wind died, they were well behind us and a bit to windward. When the new wind filled in, they caught it first and passed us. We found ourselves nipping at their heels at the finish line. Had we gotten the wind a few seconds earlier, or if we had a couple more boat lengths to the line, I think we could have beaten them. If you want to know why I’m dwelling on this, look at the final standings.

So that was the first day. Eighth, seventh and butt-naked last. But fortune really does sometimes favor the foolish. In the third race, six skippers in our fleet had failed to honor an offset at the windward mark. They were disqualified, moving us to 12th place in that race and

The Championship Fleet rounds the gube mark in race 4.
10th overall after the first day. We rushed home, showered, and returned to the Club for the regatta dinner that night. And whom did we grab and force to sit with us? Why the Bolins, of course, the couple we’d dined with for last place just a few hours before. They were two truly delightful people.

Conditions the second day were similar to the first but with less fog and more wind. We turned in a less-than-stellar performance in the 4th race, wrapping the spinnaker on the second downwind leg and broaching with it on the first. We sat there for what seemed like a minute, clinging to the gunwales with the spinnaker flapping and the boom dipping into the tea colored water. Finally, the boat turned a little downwind and got back on her feet. Three other skippers were less fortunate. One couple in the Champ fleet, former E-Scow National Champions who before the regatta would have been voted least likely to capsize, found themselves treading water with the mast stuck in the mud, laughing hysterically while they waited for help to rescue the boat.

Sometime during the last beat, which had all the characteristics of a bronco ride in a rainstorm, Mary’s spirit finally faltered. “Would you please remind me why we’re doing this?” she asked after a particularly heavy soaking. I had to think about it, but finally answered “Because it’s fun!” Time for a little cheerleading, I thought. “You know, no matter how this turns out I want you to know that you were really terrific.” And I meant it, too. Given her level of experience and the conditions we were sailing under, Mary was doing great and I was proud of her. Going out on a limb, I asked her how she felt I was doing. “You’re doing fine!” she answered. Then Mary the Competitor returned and she said “But, you know, you really sucked in that third start.”

Nearing the end of the 5th race and again at the back of the pack I had a revelation. The entire fleet had been picking the right side of the course in the westerly conditions, trying to stay out of the opposing current that ran down the channel. I did it, too but found the wind grew light and shifty as I neared the windward mark, making it difficult to stay in sync. When we rounded the last leeward mark in or near last place. I decided I wasn’t going to pass anyone by following them, so I took a flyer off to left and headed for the opposite shore. The gamble paid off and I rode a lift all the way up the beach to the port layline, tacking over about a third of a mile from the mark. When we got there, we were 2 lengths below the pin and we had passed 6 boats. It wasn’t exactly a victory, but it did put a positive spin on that last race.

Continued on page 12
A boat flipped in a puff during race 4. This couple can normally be found racing E-Scows, a boat constantly sailing on the brink of disaster. One wonders how they felt, swimming around the upturned hull of a boat as hard to capsize as a Flying Scot. Passersby reported they were laughing loudly.

And that, pretty much, was our regatta. The teams were treated to a barbecue lunch while we waited for the official results and the awards ceremony. In the Championship Fleet, Cathy and Ira Cohen from Garden City, NY finished first, with Eileen and Bill Ewing of Red Bank, NJ in second and Denise and Chris Swensen from Crofton, MD in third. In the Challenger Fleet, Susie and Tim Stumbaugh of Powell, OH, Locals Jennifer and George Demand of Bayville, NJ, and Susan and Darryl Waskow of Hopewell, NJ were 1st, 2nd, and 3rd, respectively. In the Century Division, the Ewings took the Eric and Mary Ammann Perpetual Trophy for the highest placing couple whose combined ages total more than 100. Locals Patty and John Applegate were second, and Barbara and Bill Warner were third.

In the other awards, Terri and Peter Sayia of Short Hills, NJ won the Bob Penticoff Perpetual Trophy for the best performance in their first Wife-Husband National. They were 4th in the Champ Fleet. Laura and Brian Bolin won the award for fastest distance traveled for pulling their boat the 1560 miles each way from Alpharetta, GA to Toms River.

The Demonds won the newlywed award by getting married just 11/2 years ago.

So how did Mary and I do? Well, I met all of my original goals. We finished all five races, we didn’t flip, I never lost my cool and we weren’t last. We finished 10th of 18 overall. Mary did a great job and had a good time in spite of the fact that our Scot still lacks a bathroom. I might even be able to get her out for a race or two in the future, provided we’re not out too long...

I found it remarkable how having wives and husbands racing together seemed to civilize the whole affair. Contrary to the stereotype, there were no arguments on or off the race course and I never heard any yelling. There were no hysterics at the start or mark roundings, and when room was called for, it was given ungrudgingly. There were no protests. Mind you this was not “Wimps Holiday in Paradise”. The crossing distances were as close as ever and the competition was brisk, but for the most part, the teams went about the business of sailboat racing without contact or conflict.

So if the Wife Husband National comes to your area in the future, give it a try. Like us, you could do better than you’d think, the First Mate could surprise you and you could learn a few new things about each other in the process.

Brighten your sailing -- choose our Flying Colors triradiial spinnaker. Improve your speed with your color customized chute.

Fowler Sails, Inc.
2210 N.W. 14th Street, 10
Miami, Florida 33125
Phone (305) 638-8885
Fax (305) 636-2620
E-mail: scotsails@fowler-sails.com www.fowler-sails.com

Making Flying Scot sails since 1974
Flying Colors JCF/3
Mainsail model D 91/2R
Jib model TX7
Contact us for prices and spinnaker color options
Goodbye to Fred Tears
Well-known sailor from Fleet #23

Attached is the obituary of Fred Tears I thought would be of interest to Scot sailors who date back to the 1970’s. When I first got into Flying Scot sailing in those days, his name was one that constantly came up on the pages of Scots’n Water. In case this was before your time, he seemed to see himself as some sort of Anti-Sandy, his own interpretations stretching the class specs beyond the breaking point. As you can see from the obit, he was obviously a very smart and excessively educated guy who should have been in a development class, like International 14s or A Scows, or meter boats, but instead got a kick out of challenging and defying the most conservative of one-design classes.

I moved out of Scots into keelboats in the late 70’s, but when I relocated to the Dallas area in 1985, I bought another Scot and raced it with modest success on White Rock Lake (where they have excellent Scot competition) for several years. And there he was, in real life and living color, but now apparently just another of the many very good Scot sailors on the lake. It was somewhat of a disappointment. If he had a forked tail, it certainly didn’t show. Apparently the establishment had finally won. I retired and moved back to Wisconsin in 1989 (where I have been racing a Scot on a very low key basis), and so heard no more about Fred until my daughter, (a scow sailor and former commodore of one of the clubs on White Rock Lake) sent me the enclosed.

In any case, I think you will enjoy the literary quality of the obit. My daughter thought he might have written it himself.

Best regards,
Adrian J. Dick

"Fred," born May 13, 1919 in Cambridge, Massachusetts to Claude Frederick Tears and Gwendolyn Hope Jones Tears passed away on May 27, 1999 due to complications from a six month battle with cancer. Throughout his entire life he was an over achiever. Fred is survived by his brother, Stuart R. Tears and Stuart’s wife Frances, son C.P. (Rick) Tears III, daughter Lisa Michelle Tears Olsen; grand-daughter Janelle Nicole Kastner, and Rubie – one of several cats including Funny Little Kitty (FLK) and Pirate who came for a meal and decided to stay. He married Ruth McCalley in 1945 while in New York and together raised two children, and later married Sharon Robb who no doubt added many years to his life. Fred followed the lead set by both of his parents graduating from Cornell University in 1940, earning a BS in chemical engineering and lettering in fencing. During World War II, he served his country working in New York City on the “Manhattan Project”, segment in the development of the atomic bomb. Shortly thereafter he moved to Dallas to work with his father in the chemical and processing engineering business for the next twenty-five years at Tears Engineers and Tears Incorporated, thereafter working as an independent consultant until his death.

In 1952 he won the Correspondence Chess Championship, played on several national correspondence chess teams representing the United States in international competition during the 50’s and 60’s and was a two time Texas State Chess Champion. In mid-life he discovered the joys of racing sailboats and raced his Flying Scot sailboat literally all over North America winning numerous local and regional championships over a twenty-five year period and caused eternal consternation to all chief measurers. He then took up the sport of scuba diving for many years earning several certifications and logged hundreds of dives ranging from the Blue Hole off Belize, Cousteau, the Caymans, Kauai, Kauai, and all points in between. He remained active throughout his entire life and at the age of 75 went white water rafting through the Grand Canyon. In later years he went back to the mental challenges of correspondence chess. At the time of his death he was playing in the quarterfinals of the World Correspondence Chess Championship, and just completed playing in the third Pan Am Correspondence Chess Championships representing the United States with a plus score, and was ranked as an International Master and about to become an International Grand Master. Ever the practical person, he donated his body to the Southwestern Medical School to be used for educational and scientific research purposes and would encourage others to do likewise. An informal skippers meeting, protest hearing and celebration will be held at the Corinthian Sailing Club on White Rock Lake at 6:00 pm on Wednesday, June 3, 1998.
Design

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

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

Fabrication

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

Service

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

For more information call Steve Bellows, your Flying Scot Sailmaker

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.4 oz. Racing Cloth</td>
<td>5.3 oz. Cruising Cloth</td>
<td>Number Color: □ Red; □ Blue; □ Green; □ Black; □ White</td>
</tr>
<tr>
<td>□ Mainsail</td>
<td>$629</td>
<td>□ Jib Radials</td>
</tr>
<tr>
<td>□ Mainsail Radials</td>
<td>$80</td>
<td>□ Jib Window</td>
</tr>
<tr>
<td>□ Mainsail Reef</td>
<td>$55</td>
<td>□ Teiltale Window</td>
</tr>
<tr>
<td>□ Mainsail Foot Shelf</td>
<td>$30</td>
<td>□ Spinnaker-Crosscut</td>
</tr>
<tr>
<td>□ Mainsail Window</td>
<td>$20</td>
<td>□ Spinnaker-Triradial</td>
</tr>
<tr>
<td>□ Jib</td>
<td>$267</td>
<td>□ Spinnaker-Biradial</td>
</tr>
</tbody>
</table>

Price includes bag, battens and royalty.
Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

Mark Colors On Diagrams

SPINNAKER COLORS
Black
Grey
Natural
Purple
Lt. Blue
Ocean Blue
Green
Dk. Blue
Red

Orange
Coast Gold
Yellow
FL-Yellow
FL-Green
FL-Pink
FL-Orange
FL-Raspberry

Pensacola Loft
490 South ‘L’ Street
Pensacola, Florida 32501
850/438.9354 / Fax: 850/438.8711
e-mail: schurr@schurrsails.com
http://schurrsails.com
It's a Family Affair on a Flying Scot
by Julia Sulek

Renee Comen has become a master at crewing on her Flying Scot one-handed. She doesn't have much of a choice. The other hand is usually occupied by one of her two little kids.

It's not unusual to see Renee holding curly-haired Masic or blond-haired Aaron in one arm and flying the spinnaker with the other. "It doesn't seem to slow them down much," says Ed Lockey, a longtime Corinthian Sailing Club member.

Masic was just 15 months old when Renee and Steve Comen first brought her aboard during Sunday races at the Corinthian Sailing Club in Dallas. Now, at five years old, she's an old pro. "I remember that first season, the higher the winds the better. She loved it healing over," Renee said. "She was bored unless it was blowing." And now Masic even hikes out on occasion, holding onto an extra strap tied to the center board trunk.

Aaron, now three, got his sea legs before he could walk, but is a little more tentative than his older sister. "When it's blowing he's like, 'Whew, what's going on? This thing beneath me is tilting!'"

The Comens take extra precautions when the kids are on board. They'll tack less often, forego the spinnaker from time to time and of course require the kids to wear life jackets.

Keeping the boat level is always a challenge, especially since it's difficult for Renee to hike out if she's got a child in her lap.

"LUFFL!" Renee calls to Steve when it gets gusty.

Renee is confident in Steve's skills to keep the boat upright and isn't too worried about problems.

"I'm more afraid of them being bored out there than their safety," Renee said.

Sometimes other sailors seem more concerned than they are. When Richard Wade is on committee duty, he'll follow the Comens around the race course.

Instead of rescuing babies, however, Richard usually ends up retrieving hats and juice cups the kids throw overboard.

"Richard will yell at people we would cross and say, "Hey, you're getting beat by the baby boat!' Renee recalls.

Their years sailing with the kids haven't been without incident, however. One time, Aaron grabbed the mainsheet as his dad was quickly pulling it in around the leeward mark. Aaron let out a scream when his fingers got caught momentarily in the block. And later in the same race, a gust of wind sent Aaron flying out of his seat, bouncing off the center board and face-planting in the leeward seat.

The kids have suffered no serious injuries, but the Comens have often grabbed them as they crawled over the transom.

Most of the time it's smooth sailing and Masic and Aaron toss extra lines into the water. When other boats pass and hear, "I've got a big one," it's just the kids pretending they're fishing.

Masic and Aaron also have laved up the seats with sunscreen to protect the Scot from sunburn, and have made a goopy mess of crackers, raisins and juice in the well.

But the Comens figure if they didn't sail with their kids, they probably wouldn't sail much. Babysitters are hard to come by on Sundays. And for the most part, the kids seem to enjoy the sport.

When they grow up, Renee says, "they'll either love it or hate it."

THE OPEN HOUSE REGATTA
WHITE ROCK SAILING CLUB, DALLAS, TEXAS
BY SCOTT MAUNEY

Saturday morning with the wind blowing from 35 to 45 knots the races were postponed until further notice. There was nothing to do but have refreshments and watch football and have lunch. The wind was blowing hard enough to make the waves come through the floor at the club house. Since the wind did not let up the only activity on Saturday was the wonderful party and dinner that the club hosted that night.

The excess energy that had built up since there was no racing was used on the dance floor.

Sunday brought wind of 12 to 15 knots and the racing started EARLY. Three races were held before a tasty lunch and the award presentation.

A great time was had by the many visitors and locals. If you are in or around Dallas in October, plan to come to our Open House Regatta. The competition is great, the food is excellent and we know how to put out the hospitably red carpet! Come on down so we can give you a big HOWDY!
NEW Things are Happening at
FLYING SCOT

What could be NEW after 42 years?

NEW... FREE Ways to Order: Phone - 800-864-7208
Fax - 661-442-4953
Email - Info@flyingscot.com

NEW... FREE UPS Ground Shipping on orders over $100 net and under 20 lbs and under 50” in length.

NEW... Paint, Gelcoat & Hardware installed by the factory, brings new life to your old Flying Scot, or for the ultimate in refurbishment — trade it for a new one!

NEW... Lower Prices on many items from Harken, Ronstan, and others that sells like race. Support your builder and buy what he sells. We know the people who know best and feel good about the price you are paying.

NEW... Flying Scots Built to Order. Our factory team has attended every NAC since 1973 and every Midsummer since 1979. We know how to rig a Flying Scot for everyone — from day sailor to national champ. Order your new Flying Scot rigged, just the way you like it.

Aquameter Sailor II Compass & Mount...
Features large yellow course line and 45 degree red bearing line, along with an angle-of-heel indicator. Mount is molded thermoplastic to match deckfast or tall mast step. Compass is held in place by shock cord for easy installation. Price complete: $70.00

Plastimo Contest Tactical Compass & Mount...
3/4” cord - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete: $290.00

Trailex Aluminum Trailer...
Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7 1/2” and features 4.80 x 12” tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

Stainless Steel Mast Sleeve...
Custom formed, welded and polished stainless to reinforce the base of the mast. Complete with screws: $150.00

Rudder Lift System...
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners: $81.00

Swim Ladder...
Telescoping stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to the transom. Stainless grab rail through bolts to deck. Low profile to reduce main sheet snags. Easiest way to get into the boat from the water. Complete with fasteners: $135.00

Mainsail Flotation...
For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete: $145.00

Web Lifting Bridle...
Lightweight polypropylene webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete with stainless steel rings, bolt and shackle: $68.00

NEW... Flying Scot® Shirts & Caps...
Classic Polo Shirts with left breast pocket. Soft, 60% cotton/40% poly interlock knit. Flying Scot Sailboat embroidery.
Sizes: S-XXL
Colors: White w/ Flying Scot, Inscription, or Navy w/ Flying Scot Sailboat embroidery.
$28.00

Spinnaker Pole...
1 1/2” diameter pole with heavy duty forspars and fittings designed to snap on without pulling the continuous wire trip.
$189.00

Motor Bracket...
Two part bracket that bolts to the transom. Stays off part eats with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamp. Complete with fasteners and template.
$122.00

Ronstan Fixed X-10 Tiller Extension...
40” fixed length black anodized aluminum fluted tube with black Terry cover, grip and rubber ball end. U-shaped universal joint offers unlimited movement and unique tilting or crisp cut/straight mount system. Complete with bolts.
$34.00

Clip to hold extension to tiller...
$1.85

Ronstan Telescopic X-10 Tiller Extension...
29” to 48” telescopic, same as Fixed X-10 above with twist lock adjustment. Hypalon grip on outer tube and bail and on inner tube, and universal joint. Complete with bolts.
$37.40

Clip to hold extension to tiller...
$2.20

Bow Flotation Bag Kit...
Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price: $54.10

Replacement bag only...
$39.70

Transom Port 4”...
Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Leaker hole saw available.
$9.65

Jiffy Reefing Kit...
Hardware and line for a single 36’ reef in the mainsail area. About 25% reduction. Does not require you to remove the bottom cover. (Modification to mainsail may be necessary.) Price complete: $128.00

Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 6% sales tax.
Prices subject to change without notice and are subject to product acceptance.

157 Century Street • Derry, PA 15625
Phone 800-864-7208 • FAX 888-442-4953 • www.flyingscot.com

Monday-Friday, 8am-4pm and Saturday, 9am-1pm

Flying Scot and the TS logo are registered trademarks of Flying Scot, Inc.
Fleets In

FLYING SCOT CANADIAN CHAMPIONSHIP
STONY LAKE, ONTARIO
BY SUSAN HAUTH

It was a big success even though we had no wind on Saturday. We managed to squeak in three races on Sunday. We had a rematch of the paddle - a scot race and yes, Team Canada won once more. Team USA launched a protest saying they were cut off, but Team Canada responded "that any maneuvering was strictly defensive due to the fact that they were under fire." Yes, hard to believe but Doc Bellows was packing firearms (water guns) during the race.

We had an outstanding turnout (31 boats), the largest numbers since 1986 and we are already planning our year 2000 regatta.

Race results:

SAIL FOR THE GRAIL
LAKE ARTHUR, PA
BY DAN GOLDBERG, FS 4991

FS CANADIAN CHAMPIONSHIP

<table>
<thead>
<tr>
<th>PLACE</th>
<th>SKIPPER</th>
<th>CREW</th>
<th>COUNTRY</th>
<th>SAIL #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bill Fering</td>
<td>Ron Hauth</td>
<td>USA/CAN</td>
<td>5246</td>
</tr>
<tr>
<td>2</td>
<td>Tom Matthews</td>
<td>Scott Handler</td>
<td>USA</td>
<td>876</td>
</tr>
<tr>
<td>3</td>
<td>John Goodman</td>
<td>Ryan Wind</td>
<td>USA</td>
<td>3913</td>
</tr>
<tr>
<td>4</td>
<td>Paul Lee</td>
<td>Denise Lee</td>
<td>USA</td>
<td>8</td>
</tr>
<tr>
<td>5</td>
<td>Robin Collins</td>
<td>Colin Khneer</td>
<td>CAN</td>
<td>4999</td>
</tr>
<tr>
<td>6</td>
<td>Paul Blonski</td>
<td>Paul Blonski Jr. &amp; John Blonski</td>
<td>USA</td>
<td>2843</td>
</tr>
<tr>
<td>7</td>
<td>Don Griffin</td>
<td>Barbara Griffin</td>
<td>USA</td>
<td>2259</td>
</tr>
<tr>
<td>8</td>
<td>Dan Nett</td>
<td>Christine Hinkle</td>
<td>USA</td>
<td>2923</td>
</tr>
<tr>
<td>9</td>
<td>Larry Taggart</td>
<td>Melanie Durham</td>
<td>USA</td>
<td>2601</td>
</tr>
<tr>
<td>10</td>
<td>Forest Rogers</td>
<td>Bill Durham</td>
<td>USA</td>
<td>5230</td>
</tr>
<tr>
<td>11</td>
<td>Jim Starr</td>
<td>Arleen Richardson</td>
<td>USA</td>
<td>3550</td>
</tr>
<tr>
<td>12</td>
<td>David Jacobson</td>
<td>Jim Cavanagh</td>
<td>USA</td>
<td>4937</td>
</tr>
<tr>
<td>13</td>
<td>Sandy Beatty</td>
<td>David McCumber</td>
<td>CAN</td>
<td>414</td>
</tr>
<tr>
<td>14</td>
<td>Douglas Smith</td>
<td>Susie Hauth</td>
<td>USA</td>
<td>3691</td>
</tr>
<tr>
<td>15</td>
<td>Doug Tucker</td>
<td>Adam Karris</td>
<td>CAN</td>
<td>5089</td>
</tr>
<tr>
<td>16</td>
<td>Gordon Collins</td>
<td>Bex Collins</td>
<td>USA</td>
<td>3302</td>
</tr>
<tr>
<td>17</td>
<td>Bob Harlin</td>
<td>Amelioy Harlin</td>
<td>USA</td>
<td>3211</td>
</tr>
<tr>
<td>18</td>
<td>Steve Oster</td>
<td>Ann Riley</td>
<td>USA</td>
<td>4060</td>
</tr>
<tr>
<td>19</td>
<td>Scott Avery</td>
<td>Peggy McCullem</td>
<td>USA</td>
<td>3692</td>
</tr>
<tr>
<td>20</td>
<td>Chris Rotunno</td>
<td>Jeanna Rotunno</td>
<td>USA</td>
<td>3991</td>
</tr>
<tr>
<td>21</td>
<td>Alex McCumber</td>
<td>Aron O'Brien &amp; Kyle Loughlin</td>
<td>CAN</td>
<td>442</td>
</tr>
<tr>
<td>22</td>
<td>Douglas McFarland</td>
<td>Kathy McCullem</td>
<td>CAN</td>
<td>4320</td>
</tr>
<tr>
<td>23</td>
<td>Gary Braun</td>
<td>John R. Moore</td>
<td>USA</td>
<td>4480</td>
</tr>
<tr>
<td>24</td>
<td>Harry Carpenter</td>
<td>Karen Carpenter</td>
<td>USA</td>
<td>5019</td>
</tr>
<tr>
<td>25</td>
<td>Steve Bellows</td>
<td>Cayne Marchetti</td>
<td>USA</td>
<td>5107</td>
</tr>
</tbody>
</table>

Paul Blonski, fresh off his Ohio District Championship win two weeks earlier, narrowly won the 1998 Sail for the Grail held at Lake Arthur, PA on September 26-27, 1998, hosted by Fleet 80. The winning crew work was provided by his brother John and son P.J. Second place, two points behind, were Don and Barbara Griffin; and third place went to Dan Goldberg with Joni Reis and Missy Hare, who lost a tie-breaker with Griffin. Other trophy winners were Tom Holbler (4th), Jim Difley (5th), Bob Gelman (6th), and Jim Starr (7th) in the 21 boat fleet. Weather conditions were spectacular: for the four-race regatta, with temperatures about 10 degrees warmer than normal for late September.

The three races Saturday were held under a sunny, warm sky with shifty winds around 10 knots. Tom Holbler, the local Fleet 80 champion, won the first race with Fleet 80 sailors, Bob Gelman, Jim Starr, and Dan Goldberg finishing 2nd through 4th. A Fleet 80 sweep of the top places looked possible, but it was not to be. Blonski won the second race, coming from behind Goldberg on the last beat to give a glance of things to come. Jim Difley won the third race in his own private puff, to scramble the standings after the first day. Holbler retained a narrow one point lead over Griffin, with a three way tie for third among Blonski, Goldberg, and Difley, one more point back.

The winds picked up to 15 for the Sunday "Bridge-to-Bridge" long distance race. After a short beat, Holbler rounded first as everyone set spinnakers for the two-mile run. Jim Starr, coming from way back, sailed the low thumb-line route to take the lead at the leeward mark. The lead changed hands several times on the long beat back to the finish, with Blonski well ahead at the end. Wolf Goethert, sailing a strong last beat, edged out Goldberg for second right at the finish. Blonski was the only boat

Continued on page 18
to win more than one race, and only eight points separated the top seven boats.

On the land side, the highlight of the regatta was Uncle Charley Armitage's home cooking. He provided fresh sausage sandwiches for lunch on Saturday, and delicious barbecued ribs for the Saturday night dinner. He also graciously helped out with the race committee on Sunday. Also volunteering their services on race committee were Rob Wagner and the Catamaran fleet on Saturday, and Marty Newcomer on Sunday. Bob Gelman, Fleet 80 Captain, served as Regatta Chairman, helped by Ray and Pam Williams, Wolf and Joy Goethert, Betty and Brian Larmen, Jim Starr (who provided liquid libations), and Dan Goldbert (trophies).

For the first time in recent memory, the weather was ideal all weekend and everyone echoed Regatta Chairman Gelman's proclamation that 1998 Sail for the Grail was the "best ever!"

Race results are shown below.

### SAIL FOR THE GRAIL RESULTS

<table>
<thead>
<tr>
<th>SKIPPER</th>
<th>SAIL #</th>
<th>PTS</th>
<th>PLACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellerick</td>
<td>2843</td>
<td>13</td>
<td>1</td>
</tr>
<tr>
<td>Griffin</td>
<td>2259</td>
<td>15</td>
<td>2</td>
</tr>
<tr>
<td>Goldberg</td>
<td>4761</td>
<td>15</td>
<td>3</td>
</tr>
<tr>
<td>Hofer</td>
<td>3983</td>
<td>17</td>
<td>4</td>
</tr>
<tr>
<td>Diffley</td>
<td>4806</td>
<td>20</td>
<td>5</td>
</tr>
<tr>
<td>Gerrard</td>
<td>5071</td>
<td>20</td>
<td>6</td>
</tr>
<tr>
<td>Starr</td>
<td>5850</td>
<td>21</td>
<td>7</td>
</tr>
<tr>
<td>Goethert</td>
<td>4233</td>
<td>18</td>
<td>8</td>
</tr>
<tr>
<td>McAdoo</td>
<td>3131</td>
<td>42</td>
<td>9</td>
</tr>
<tr>
<td>Stepanoff</td>
<td>4301</td>
<td>44</td>
<td>10</td>
</tr>
</tbody>
</table>

### THE FALL 48 REGATTA

We have the Nationals, the Mid-Winters, the Great 48 and now the Fall 48. Thirty-five boats came from six states to enjoy beautiful fall weather on Lake Norman and compete in the first annual Fall 48. Fun, frustration, and friendship were experienced by all except Graham Hall, who only experienced fun and friendship. The event was promoted as a season finale attracting sailors from hundreds of miles who wanted one more opportunity to attend a highly competitive event before winterizing their boats.

The weekend began with a Friday afternoon sailing seminar run by Graham Hall and sponsored by West Marine. More than twenty people attended for valuable on and off the water instruction. On shore we explored the dynamics of the tight rig with a fuller slightly larger jib, which is Graham's latest attempt at improving speed. On the water we ran so many practice starts, and short races that we were all ready to turn back the clock and sign up for our college sailing teams.

Saturday races were run in light and variable breezes, but with Carolina blue skies and temperatures in the mid 70's there were few complaints. Don Sween was PRO, and aided by the LNYC Thistle fleet they got off two excellent races. Graham Hall and Rob Fowler won races one and two but noteworthy finishes were recorded by two of our most senior fleet members, WWII flying ace Tom Guy coasted to third and sixth pace finishes on Saturday, while Hal Walker and his gorilla crew, Randy Mikin, bagged sixth place in race one and fifth in race three. These guys are terrific light air sailors. Saturday night more than sixty competitors dined in a private room at Big Daddy's, and valuable door prizes donated by West Marine were awarded.

Sunday morning looked to be perfect with 12-13 knot breezes. The fleet left the dock with great expectations, and the race committee set an Olympic course. Then the wind became light and variable, the race was completed and trophies were awarded. The event is already scheduled for last weekend in October in 1999, so mark your calendars and plan to attend.

### TOP FINISHERS

1. Graham Hall
2. Harry Carpenter
3. Rob Fowler
4. Tom Guy
5. Larry Vleis
6. Dan Smith
7. Hal Walker

### ATTENTION ALL FSSA MEMBERS!

We REALLY appreciate if you send photos 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!

There is a great trophy for Best Picture!

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

FSSA Website
www.fssa.com

FSSA E-mail
info@fssa.com
Starting Line
Note: Please send all Regatta Notices to the Association Office

Florida District Regatta
February 13 & 14, 1999
Ocala Sailing Club
Lake Weir, FL
For more information, contact Clayton Hunter at (352) 694-2296.

Florida District Regatta
February 27 & 28, 1999
Lake Eustis, FL
For more information, contact Pete Smith at (407) 365-6636.

Florida District Regatta
March 6, 1999
Melbourne, FL
For more information, contact Charlie Fowler at (305) 638-8885.

Great 48 Regatta
May 1 and 2, 1999
Lake Norman Yacht Club
Lake Norman, NC
Starting Friday afternoon there will be a seminar held by Gregg Fisher and Graham Hall. Two races will be held Saturday, and prior to racing on Saturday and Sunday a continental breakfast will be provided. After Saturday's racing there will be a dinner and entertainment. Sunday's racing will start early with one race allowing out of town competitors the opportunity to get an early start home.
Come join us for a great weekend of racing, food and partying.
For more information, please contact Linda Burke at (864) 963-9361 or e-mail at sjb@mindspring.com or Craig Milliken at (704) 663-0688.

Florida District Regatta
April 17 & 18, 1999
Mt. Dora, FL
For more information, contact Pete Smith at (407) 365-6636.

1999 MidWinters
March 28 - April 2, 1999
St. Andrews Bay Yacht Club
Panama City, FL
Great racing and Great times!
Fill out the registration form on page 8.
For more information, please contact Regatta Chair, Ellen Price at (850) 872-9740 or e-mail: elley@aol.com.

Gator Challenge
May 29 and 30, 1999
Jacksonville, FL
For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

River City Regatta
April 10 and 11, 1999
Jacksonville, FL
For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at Hamilton@DAVE.CBA.UFL.EDU.

1999 Wife-Husband
June 18 - June 20, 1999
Lake Carlyle, IL
This regatta is hosted by Fleet 83 and the regatta chair is Felicia Bamer.
Carlyle Lake is the is the midwest's largest lake and venue of the National, North American and International Championships and Olympic Festival.
Arrive on Friday, June 18 and enjoy dinner with a five race championship to take place on Saturday and Sunday.
Lake Carlyle boasts top yacht facilities and race management and also we have new lake cabins overlooking Lake Carlyle in Hazel State Park.
Mark your calendars now!
Please look for the registration form in the next issue of Scots'n Water.
For more information, contact Felicia Bamer at (314) 227-4187 or e-mail at mst34@rockwood.k12.mo.us.

1999 North American Championship
July 24 - July 30, 1999
Gulfport Yacht Club
Gulfport, MS
This regatta is hosted by Fleet 79.
Please look for more information in future issues of Scots'n Water.

1999 Full Moon Regatta
June 12, 1999
Monmouth Boat Club
Red Bank, NJ
1999 New Jersey State Championships kicks off in Red Bank, NJ on Saturday, June 12th. The 8th Annual Full Moon Regatta, hosted by the Monmouth Boat Club, will be sailed on the beautiful Navesink River. Come test your prowess as five races are planned. We've had winds from 3 to 30 in recent years. EZ in, EZ out on three hoists next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am.
For more information, contact regatta chairpersons, Bruce and Jackie Cattanach (973) 586-0825, or e-mail at bcattanach@worldnet.att.net.
If the rumors are true, these two past Flying Scot sailors may be sailing the Mid-Winters this year...
Who knows who they are?

Midwest Sailing
SAILING SPECIALISTS SINCE 1963

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

SAME-DAY SHIPPING for most Flying Scot parts, accessories and rigging kits.

A NEW MIDWEST SAILING FLYING SCOT is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but Midwest Sailing has for over 30 years provided our customers with the best rigged Scots available.

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

BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our aluminum "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shopped 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 Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter. Please call, fax or e-mail us for details and prices today.

WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.
# Flying Scot New Members

<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><strong>Capitol District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4721</td>
<td></td>
<td>Donald A. &amp; Susan C. Corkran</td>
<td>Hickory Hill Road</td>
<td>Chadds Ford, PA 19317</td>
</tr>
<tr>
<td>5087</td>
<td></td>
<td>Arthur W. Donahue</td>
<td>21657 Potomac View Drive</td>
<td>Leonardtown, MD 20650</td>
</tr>
<tr>
<td>5158</td>
<td></td>
<td>Edward F. Watkins</td>
<td>2021 Indian Circle</td>
<td>St. Leonard, MD 20885</td>
</tr>
<tr>
<td>5206</td>
<td></td>
<td>Marshall Orr</td>
<td>7 Amphill Road</td>
<td>Richmond, VA 23226</td>
</tr>
<tr>
<td>160</td>
<td>B962</td>
<td>Robert N. Reid</td>
<td>5300 Holmes Run Pkwy. #1113</td>
<td>Alexandria, VA 22304</td>
</tr>
<tr>
<td>162</td>
<td>4392</td>
<td>James A. Golding</td>
<td>839 Arnold Street</td>
<td>Philadelphia, PA 19111</td>
</tr>
<tr>
<td><strong>Carolina Distric</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2171</td>
<td></td>
<td>Blaine S. Nashold</td>
<td>410 E. Forest Hills</td>
<td>Durham, NC 27707</td>
</tr>
<tr>
<td>2728</td>
<td></td>
<td>Thurman Garriss</td>
<td>2868 Erwin Chapel Road</td>
<td>Dunn, NC 28334</td>
</tr>
<tr>
<td>4416</td>
<td></td>
<td>Richard Mullen</td>
<td>988 Beverly Drive</td>
<td>Rock Hill, SC 29730</td>
</tr>
<tr>
<td>48</td>
<td>A954</td>
<td>John Barry</td>
<td>21415 Nautique Dr., # 104</td>
<td>Cornilis, NC 28031</td>
</tr>
<tr>
<td>78</td>
<td>4354</td>
<td>John J. O’Conner</td>
<td>105 Circle Drive</td>
<td>Beaufort, NC 28516</td>
</tr>
<tr>
<td><strong>Greater NY District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1570</td>
<td></td>
<td>Vincent P. Donnelly</td>
<td>444 Valley Road</td>
<td>Fairfield, CT 06830</td>
</tr>
<tr>
<td>0574</td>
<td></td>
<td>S. David Koonce</td>
<td>168 Boggs Hill Road</td>
<td>Newton, CT 06470</td>
</tr>
<tr>
<td>3386</td>
<td></td>
<td>Steve Aslan</td>
<td>184 Mohawk Drive</td>
<td>Cranford, NJ 07016</td>
</tr>
<tr>
<td>4948</td>
<td></td>
<td>Letitia Baroll</td>
<td>25 Tudor City Place, #719</td>
<td>New York, NY 10017</td>
</tr>
<tr>
<td>W166</td>
<td></td>
<td>Peter Craz</td>
<td>General Delivery</td>
<td>Rensselaer, NY 12140</td>
</tr>
<tr>
<td>72</td>
<td>B826</td>
<td>Kelly Baughman</td>
<td>Box 398 USMMA</td>
<td>Kings Point, NY 11024</td>
</tr>
<tr>
<td>127</td>
<td>3570</td>
<td>Vince Kasten</td>
<td>295 Midway Avenue</td>
<td>Farmwood, NJ 07023</td>
</tr>
<tr>
<td>142</td>
<td>4922</td>
<td>Michael Blais</td>
<td>4 Primrose Court</td>
<td>Norwalk, CT 06854</td>
</tr>
<tr>
<td>175</td>
<td>1942</td>
<td>Frances Rice Minsch</td>
<td>Box 148</td>
<td>Rensselaer, NY 12140</td>
</tr>
<tr>
<td><strong>Gulf District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8361</td>
<td></td>
<td>Michael Mentkus</td>
<td>2850 Leafwood Drive</td>
<td>Marietta, GA 30067</td>
</tr>
<tr>
<td>1427</td>
<td></td>
<td>Therus C. Koff</td>
<td>2678 Mabry Road</td>
<td>Atlanta, GA 30319</td>
</tr>
<tr>
<td>3458</td>
<td></td>
<td>Ronald Blasi</td>
<td>6438 Chestnut Hill Road</td>
<td>Flowery Branch, GA 30542</td>
</tr>
<tr>
<td>1794</td>
<td></td>
<td>Jack Hollingsworth</td>
<td>2708 Overhill Road</td>
<td>Birmingham, AL 35223</td>
</tr>
<tr>
<td>3525</td>
<td></td>
<td>Current Skipper FS #3525</td>
<td>PO Box 634, 430 Beach Blvd.</td>
<td>Biloxi, MS 39530</td>
</tr>
<tr>
<td>1712</td>
<td></td>
<td>Sandra Hicks</td>
<td>7200 Glen Hollow Drive</td>
<td>Pascagoula, MS 39581</td>
</tr>
<tr>
<td>B974</td>
<td></td>
<td>Daniel T. Baird</td>
<td>824 Jena Street</td>
<td>New Orleans, LA 70115</td>
</tr>
<tr>
<td>B973</td>
<td></td>
<td>Nancy L. Claypool</td>
<td>2833 Napoleon Avenue, Apt. D</td>
<td>New Orleans, LA 70115</td>
</tr>
<tr>
<td>13</td>
<td>4087</td>
<td>Robert L. DeHart</td>
<td>16010 Lakewood Drive</td>
<td>Sale Creek, TN 37373</td>
</tr>
<tr>
<td>118</td>
<td>3364</td>
<td>John M. McCary</td>
<td>4662 Old Looney Mill Lane</td>
<td>Birmingham, AL 35243</td>
</tr>
<tr>
<td>116</td>
<td>4106</td>
<td>George M. Taylor</td>
<td>PO Box 630719</td>
<td>Birmingham, AL 35283</td>
</tr>
<tr>
<td>121</td>
<td>3221</td>
<td>Patrick Ferguson</td>
<td>3742 5th Avenue</td>
<td>Tuscaloosa, AL 35405</td>
</tr>
<tr>
<td>154</td>
<td>5149</td>
<td>Current Skipper FS#5149</td>
<td>PO Box 633</td>
<td>Mandeville, LA 70470</td>
</tr>
<tr>
<td><strong>Michigan-Ontario District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B316</td>
<td></td>
<td>Nicholas Price</td>
<td>Flat 5, 67 Deodar Road</td>
<td>London, EN SW1529N</td>
</tr>
<tr>
<td>9</td>
<td>2227</td>
<td>Lindy T. Cergizan</td>
<td>2150 Austin</td>
<td>Schererville, IN 46375</td>
</tr>
<tr>
<td>20</td>
<td>4336</td>
<td>Michael Ehnis</td>
<td>307 Taylor Lane</td>
<td>Chelsea, MI 48118</td>
</tr>
<tr>
<td><strong>Midwestern District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8968</td>
<td></td>
<td>John Conley</td>
<td>807 Stonebridge Lane</td>
<td>Crystal Lake, IL 60014</td>
</tr>
<tr>
<td><strong>New England District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1311</td>
<td></td>
<td>Stanley Haskins</td>
<td>14 Cider Mill Road</td>
<td>Farmington, MA 01701</td>
</tr>
<tr>
<td>2737</td>
<td></td>
<td>Martin &amp; Elaine Kamarck</td>
<td>9 Griggs Terrace</td>
<td>Brookline, MA 02446</td>
</tr>
<tr>
<td>105</td>
<td>0330</td>
<td>Jeff Donze</td>
<td>9 Parker Avenue</td>
<td>Cohasset, MA 02025</td>
</tr>
<tr>
<td><strong>New York Lakes District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0803</td>
<td></td>
<td>Stephen H. Vincent</td>
<td>39 Fleming Street</td>
<td>Auburn, NY 13021</td>
</tr>
</tbody>
</table>

*Continued on page 22*
<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>Ohio District</td>
<td></td>
<td>Nawaf I. Nseir</td>
<td>20 Durham Drive</td>
<td>Greensburg, PA 15601</td>
</tr>
<tr>
<td></td>
<td>4962</td>
<td>Eric Gunderson</td>
<td>4445 Brittany</td>
<td>Toledo, OH 43615</td>
</tr>
<tr>
<td></td>
<td>2552</td>
<td>Anne, John &amp; J.J. Webber</td>
<td>6528 Rising Spring Court</td>
<td>Centerville, OH 45459</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Tom Wolfe</td>
<td>5816 5th Road South</td>
<td>Arlington, VA 22204</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Guy Shelledy</td>
<td>618 Ash Street</td>
<td>Summersville, WV 26551</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Kevin &amp; Monica McJunkin</td>
<td>20 Massey Drive</td>
<td>Westerville, OH 43081</td>
</tr>
<tr>
<td>Pacific District</td>
<td></td>
<td>Anna M. Farrenkopf</td>
<td>210 NE Morris Street</td>
<td>Portland, OR 97212</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Thomas Calhoun</td>
<td>567 10th Avenue</td>
<td>San Francisco, CA 94118</td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>Kim Desenberg</td>
<td>523 Santa Fe Avenue</td>
<td>Albany, CA 94706</td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>Diana Ellis</td>
<td>1105 N. Quebec Street</td>
<td>Kennedwick, WA 99336</td>
</tr>
<tr>
<td>Prairie District</td>
<td></td>
<td>Stephen Strom</td>
<td>2110 Woodhaven</td>
<td>Cape Girardea, MO 63701</td>
</tr>
<tr>
<td></td>
<td>3332</td>
<td>Robert Wilson</td>
<td>10530 Marty Street</td>
<td>Overland Park, KS 66212</td>
</tr>
<tr>
<td></td>
<td>5004</td>
<td>Steve Burge</td>
<td>PO Box 114</td>
<td>Dover, ID 83825</td>
</tr>
<tr>
<td>Texas District</td>
<td></td>
<td>William Christian</td>
<td>1876 Palace Drive</td>
<td>New Braunels, TX 78130</td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>Dori Miningham &amp; Alan Warner</td>
<td>704 N. East Second Street</td>
<td>Delray Beach, FL 33483</td>
</tr>
<tr>
<td>Florida District</td>
<td></td>
<td>David Caples</td>
<td>1617 Atlantic Avenue</td>
<td>Amelia Island, FL 32034</td>
</tr>
<tr>
<td></td>
<td>5220</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>131</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Members this report</td>
<td></td>
<td>57</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fast and durable sails at a great price!**

Sobstad Flying Scot sails come with all the “bells and whistles”. They are made from the finest cloth available with radical corners, rocked panel construction, windows and everything you need to get the most out of your racing. 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.

- $75 Sails from the Sobstad one-design development center.
- $110 Full features, ready to race, highest quality materials.
- $140 Sails with a Sobstad race winning pedigree.

Visit our web site at www.sobstad.com

---

**Flying Scot Prices**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Main</td>
<td>$606.00</td>
</tr>
<tr>
<td>Jib</td>
<td>$240.00</td>
</tr>
<tr>
<td>Spinn.</td>
<td>$410.00</td>
</tr>
</tbody>
</table>

(sails include Royalties)

---

**1-800-5-SOBSTAD**
Caveat Emptor

FS 1199—Douglass, white, solid hull and deck, new boom and spinnaker pole, new jib and main, race equipped with good trailer. $2700. Located in Wichita Falls, TX. Will consider delivery. Contact Steve Priester at (940) 723-5578 or (940) 692-3709.

FS 3261—Customflex, race ready, grey hull and white deck with blue trim, good condition. Schurr sails, spinnaker, trailer, brand new tent cover (white). Located in Birmingham, AL. $3500. Call Mike Graham (205) 871-7100 or e-mail: mikeg@grahamcompany.com.

FS 3441—Black, red stripe, white deck. Refurbished, dry-sailed, garaged - excellent condition. Two sets of sails, one unused set of Schurr sails, spinnaker, trailer, all accessories and tent cover. Located in El Campo, TX. Photos on request. $4600. Call Lynn Stovall at (409) 543-4481 or e-mail: gstovall@newfirst.com.

FS 4101—Douglass in good condition. Ivory hull and white deck. 1984 TeeNee trailer. North main, jib, spinnaker and rigging. Race equipped. Cockpit cover and rudder lift kit. Includes miscellaneous equipment and parts. Located in Bristol, NH. $5500. Contact Jared Clark, Franklin, MA. (508) 520-9110 or e-mail: jsaclark@compserve.com.

FS 4921—Douglass built. This is a new boat, never used. Owner has skin cancer and must sell. White hull and deck with red stripe. Complete boat cover, blue acrylic by The Sailors Tailor. Schurr jib and main with windows. Schurr Tri Radial Spinnaker. Trail Master custom trailer, plus many extras. Days (941) 683-4111; Eves (941) 683-0641.

FS 4982—Gray deck and white hull with dark blue trim stripe. Schurr jib and main, mast hinge, lifting bridle, anchor and line, nosewheel / jack for factory galvanized trailer. Sailors Tailor mooring cover. Kept at Sandy Hook Yacht Sales, Sea Bright, NJ. $6900. Call Dave Adolf, (732) 530-5500 or e-mail: knkowalski@aol.com.

ACRYLIC FLYING SCOT COVERS

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

<table>
<thead>
<tr>
<th>Flying Scot</th>
<th>White</th>
<th>Blue</th>
<th>Other Colors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat 6&quot; Skirt</td>
<td>$298</td>
<td>$308</td>
<td>$323</td>
</tr>
<tr>
<td>Flat Full Sided</td>
<td>$394</td>
<td>$410</td>
<td>$432</td>
</tr>
<tr>
<td>Tent 6&quot; Skirt</td>
<td>$342</td>
<td>$346</td>
<td>$364</td>
</tr>
<tr>
<td>Tent Full Sided</td>
<td>$439</td>
<td>$452</td>
<td>$474</td>
</tr>
<tr>
<td>Sail # Installed ..........$25.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ROOKE SAILS**

1744 Prescott South
Memphis, TN 38111

**CHRIS ROOKE**  •  (901) 744-8500
rooke@rookesails.com  •  http://www.rookesails.com

Check in advance - no UPS • MC and Visa - add UPS
## 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 (Red, White, Blue)</td>
<td>$28.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sizes: S, 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>or with any one name</td>
<td>additional $5.00</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 (S &amp; H 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>$30.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Highlights of Scots’n Water Members</td>
<td>$16.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Non-Members</td>
<td>$20.00</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**

---

### District Governors

**CAPITOL DISTRICT**
- Frank Gibson
- 2341 S. Queen Street
- Arlington VA 22202
- (703) 271-2716
- fhgibson@compuserve.com

**CAROLINAS DISTRICT**
- David H. Batchelor, Jr.
- 422 Moreau Drive
- Cary, NC 27511
- (919) 467-3517
- dbatchelor@nacomm.com

**FLORIDA DISTRICT**
- Charles Fowler
- 2210 Northwest 14th Street, #10
- Miami, FL 33125
- (305) 363-6855
- scottails@fowler-sails.com

**GREATER NY DISTRICT**
- Anthony J. DiFlora
- 11 Harbor View Place
- Center Moriches, NY 11934
- (516) 878-8710
- AJO4938@aol.com

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

**MICHIGAN-ONTARIO DISTRICT**
- Forest Rogers
- 1018 Curtis
- Plattsburg, MI 48189
- (734) 954-0452

**MIDWESTERN DISTRICT**
- Tom Pinkel
- 3730 Westermea Point
- Belleville, IL 62221
- (618) 632-0712
- tpinkel@aol.com

**NEW ENGLAND DISTRICT**
- James Cavanagh
- 20 Bullard St.
- Sitter, MA 02076
- (617) 764-5080
- car@webmate.com

**NY LAKES DISTRICT**
- Ann Saclaman
- 33 Huckleberry Lane
- Ballston Lake, NY 12019
- (518) 877-8731
- pasclaman1@nycap.rr.com

**OHIO DISTRICT**
- Jack Rudy
- 749 Lafayette Avenue
- Cincinnati, OH 45220
- (513) 221-6144
- jrrudy@juno.com

**PACIFIC DISTRICT**
- Charles A. Benck
- 4380 Charger Blvd.
- San Diego, CA 92117
- (619) 565-2715
- cbenck1@san.rr.com

**PRAIRIE DISTRICT**
- Tyb Hail
- 8342 Bridledale St.
- Lenexa, KS 66220
- (913) 422-8869
- tyb@sound.net

**TEXAS DISTRICT**
- Jon Salliteck
- 5919 Flicker Lane
- Dallas, TX 75238
- (214) 553-0005
- jae@psd.edu

---

**MY ADDRESS LABEL IS NOT CORRECT**

Name ____________________________

Street ____________________________

City ______________________________

State/Zip __________________________

Change: □ Temporary □ Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

---

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

---

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

Return Service Requested

---

Periodical Postage

PAID

Columbia, SC

29201