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### 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.

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**Scots 'n Water**

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FREQUENTLY ASKED QUESTIONS:

Q: I just bought a Flying Scot for the first time. Where can I find the best information about how to rig it, sail it, etc.?

A: You need to get a copy of the revised "Highlights of Scots’n Water." It is chock full of information on rigging, trimming, and sailing the Scot. There is also interesting information on the Scot’s history. You can get your copy from FSSA headquarters, using the order form elsewhere in this magazine or calling their toll-free number (1-800-445-8629). The price is $16 for FSSA members and $20 for non-members.

Q: I have a copy of the revised "Highlights of Scots’n Water," but need specific advice about something on my boat. Where do I turn for help?

A: Ask any Scot owner! Or you can join the Flying Scot e-mail group, also known as the FS ListServe. Then you can send one e-mail to a lot of Scot sailors with one click, and you will be amazed at the number of responses you get from fellow Scot sailors willing to answer your question or otherwise help out. You will also see the responses to other’s questions, some of which may be applicable to you or your boat. You can join this group (it is free) by going to the FSSA Web Site (www.fssa.com), then clicking on the "Flying Scot e-mailing" button, then following the instructions. We are also thinking about adding a Bulletin Board to the Web Site, so that you can find answers on specific topics.

Q: My FSSA Handbook is outdated. How can I quickly get the latest revision?

A: Go to the FSSA Web Site and click on “Handbook.” There you will see the latest revision.

Q: I am hosting a regatta and would like to mail invitations to all the Scot sailors in my District. What is the easiest way to do this?

A: Call the FSSA (1-800-445-8629) and ask for Jamie. She can send you mailing labels for all the Scot sailors in your District.

Q: What does the little “squiggle” between the “F” and the “S” in the “FS” logo stand for?

A: This is a trick question! I know the answer but am not good enough at computer graphics to explain it here. But you can find the answer in the revised "Highlights of Scots’n Water."

Q: My fleet would like to host a District Championship regatta. How do we go about doing this?

A: Contact your District Governor. They are all listed on the outside back cover of this magazine and are also listed on the FSSA Web Page.

Q: My fleet would like to host a national regatta, like a Wife-Husband or a North Americans. How do we go about doing this?

A: Write a letter to the FSSA, stating which regatta you would like to host and when, and enclose the “Questionnaire for Potential Regatta Hosts” which can be found (or will be available shortly) on the FSSA Web Page.

Q: Who decides which fleets get to hold national regattas?

A: The Executive Committee makes these decisions after reviewing bids from potential hosts. They use their best judgement to ensure that hosting locations are qualified to handle large regattas, and try to rotate the sites around the country each year to the extent practical.

Q: Being the President of the FSSA seems like a neat job. How do I become President?

A: Take a leadership role in your Fleet and get involved in running your local regatta and helping out other Scot sailors. Then travel to your District or Regional events and take a leadership role there, and express your interest to your District Governor. Finally, travel to national events and make your interest known to the Nominating Committee. They are always looking for talented...
Ch...Ch...Ch...Changes

by Ken Nelson, FS25

What was that Bowie song?...Well it's not quite Hal Holbrook sailing along converting with the past District Governor Chuck Benck whilst appearing in a Theater in San Diego...Chuck Benck retired from the Pacific District Governor position this year, having served West coast Flying Scots faithfully from 1995 till 1999. I just had the opportunity to talk with him about his years in the Governorship, and if the details are somewhat sketchy it's because I am relying on memory as my computer crashed (dang!) taking with it my detailed notes of our conversation...Chuck regaled me with some of his favorite memories of his term, from the Mallory Trials at Hurricane Gulch that saw five Flying Scots planing along side by side in an incredible episode captured on video, to the "Sail Bear Regatta" on Big Bear Lake in California (that just possibly was so exciting as to scare some folks off sailing entirely)... This charity regatta in the high altitudes of the Sierra Nevada is known for its turquoise blue waters and high winds. Chuck Benck saw the growth of Fleet 176 to 17 or so members and was always ready to show off the Flying Scot to new sailors, demonstrating the boat at boat shows, and selling several new ones to California sailors. He was (and is) always ready to lend a hand when folks are looking for a Flying Scot. Presently without a Flying Scot (what did I tell ya) after selling his to someone at Inverness, I don't expect this to last long (he already has his eyes on another). Some of my fondest memories of Chuck are when he visited us in Port Townsend at our Port mischievous mispronunciation of the whale's type. Another memory is the day we called him from Inverness after Al Hopp won the Pacific Districts in 1998, moving it from Inverness for the first time in over 33 years. This was a watershed event in the west coast Flying Scot sailing, and Al Hopp with his rock star crew Max Mehran and Ken Nelson (ok so we did stop off in Haight Ashbury) were tremendously excited as we drove our way to Sonoma to celebrate. But nothing could touch the excitement we heard over the phone from Chuck. If it was possible, he was more excited over the event than we were. Listening to him over the cell phone was almost like being in the race again. Chuck is currently working at the San Diego Maritime Museum, on such projects as the "Star of India", the oldest active iron hulled sailing ship in the land (137 years). And so it is with some sadness that I take over as Pacific Governor for this humble, genial, man who has meant so much to Flying Scot sailing on the west coast. Thank you Chuck for your wonderful years of service, and I only hope we can continue the fantastic progress in Flying Scot sailing out west, and get to see you on the water again soon.

Q: I would like to be the best-dressed person in my Fleet. What should I do?
A: Order a new weathered-looking FSSA official cap (3 color choices) or weathered-looking knit shirt (navy blue or denim), or silk tie (navy background with red design). You can see them on the opposite page and on the FSSA Web Site (or photos will be there shortly) and order them using the order form in this magazine or call FSSA at the number given above. Alternate answer: show this to your significant other or skipper and drop a subtle hint!

Q: I would like to buy a birthday present (or Father's Day present or Mother's Day present or Christmas Gift) for my skipper (or crew). What should I do?
A: See the answer to the previous question.

Q: Why not put a “Frequently Asked Questions (FAQ)” page on the FSSA Web Site?
A: Great idea! We are doing this and it should be in operation by the time this is printed. Just click on the FAQ button on the Web Site.
Desert Regatta 1999
by Ken Nelson, FS25

Al Hopp, Pasco, began sailing FS 4867 in 1998 and promptly went on to win the Triple Crown of Pacific NW Flying Scot sailing, the Pacific Districts in Inverness 1998, the Desert Regatta 1998, and the "bronze bucket" in Fort Worden 1998. Carrying over from an incredible year in the history of Fleet 100 in 1998, Al Hopp (FS 4887) took the trophy at Desert Regatta 1999 in a regatta finish that wasn't determined until the final race. The Flying Scot fleet wasn't quite up to the wind on Saturday, but then neither was anyone else. Al Hopp and John Norton had sailed to the dock, and planned back in under a half raised jib. I was ecstatic Sunday when it moderated enough that I could try out my new Fowler Tri-radial spinnaker. Roger McVicker (FS 4368) had his freshly polished Flying Scot with his new North Sails and spinaker ready to go. Dennis Trimble (FS 1863) even took his new sails out of the bag before deciding he didn't want to get them wet. (I think that was it). Paul and Diana Ellis (FS 973) were working their Flying Scot through their first regatta, a new galvanized trailer under it and a freshly scrubbed deck, not to mention the weirdest jib running rigging setup I have ever seen. The racing was close all day, with Glenn Reiboldt sailing the Gilles Gherkin a.k.a. the Flying Pickle (FS 2169) while Dave and Nancy were helping out on the rescue boats and anything else that was required over the weekend (great job Chairman!!). 

The wind was great Sunday as all the sailors could attest. Racing started out with a great upwind leg (I think it was the slowly crawling to weather and ahead of Al Hopp after spotting him a twenty boat length lead that made it so exciting, (ok, ok so maybe it wasn't twenty, but who's that Dennis got his spinnaker caught up in his rudder (ouch, a rip in the new North spinnaker) while doing some circles he was forced into by Miss Reiboldt sailing as he calls it, an "Edsel" on the water, I guess that's better than a Nash Rambler (me, I think it's more of a four hole Buick). Despite the somewhat disparaging remarks, I think Glenn had fun sailing the Flying Pickle. Mike Marley has some great tales to tell about some of the on the water conversations (I guess that's what you would call them), you'll have to ask him about them. In something of a historic first there was a general recall of the Flying Scot fleet in I think it was race three, yelling screaming "Up! Up! Fun! Fun! Fun!" Somewhere during the third race my outhaul decided to let go, and came completely loose so that I could not restore it during the race. So we were sailing upwind with a big bag of sail just trying to hold our own and maintain our position in second, the main was half way up the boom it was so loose, downwind was fine, but those two upwind legs were torture. So the fourth race was for all the marbles, Al Hopp and John Norton in the Blue Meany (FS 4867) kept up the pressure and sailed on to victory by about ten seconds at the finish, (although most of the race it was not that close). If you think this is a distorted perspective, you're right it is, but it's the only one I can remember. All in all a great Desert Regatta 1999.
The 1999 Pacific Districts

Road Trip to Washington

by Stanton Morris, Fleet 40

On August 30, 1998, Al Hopp of Fleet 100 broke Fleet 40's 32-year grip on the Pacific District Championship and took the trophy to Pasco, Washington. This momentous event took place at the 1998 Pacific Districts hosted by the Inverness Yacht Club on Tomales Bay, near San Francisco, California. Fleet 40 immediately began preparing for the 1999 Districts to be hosted by the Columbia Basin Sailing Club at Charbonneau Park on Lake Sacajawea behind Ice Harbor Dam on the Snake River, in Southeastern Washington on September 25 and 26.

The 700-mile trip from Tomales Bay to Lake Charbonneau would probably not phase seasoned trailer sailors but Fleet 40's boats seldom, if ever, travel by land more than a hundred yards from the Inverness Yacht Club's launching hoists. Some very sad trailers had to be fitted with new axles, bearings, hubs, rims, tires and lights. In the end, four boats made the trip to Washington - Columbine (Robert Cardwell, District Champion '74, '83, '95, '96), Buzzard (Mike Meszaros, District Champion '87, '88), Bigger Bun (Jim Garrett), and Flying Tomato (Joyce Morris).

The trip across Northern California and Eastern Oregon was scenic but uneventful. Arriving late on the Thursday before the regatta allowed Fleet 40 to rig and practice on Friday. Friday evening, Ken and Wanda Nelson hosted a splendid salmon barbecue complete with a pot luck buffet and a phenomenal selection of Washington's fine wines. Saturday dawned with high expectations for good racing that were blown away by a forty-knot breeze. The day was saved by Tony McKarns and Al Hopp who led a wine tasting tour of the local vineyards followed by dinner at one of Pasco's fine eateries.

Sunday had to be the day to decide the fate of the trophy. The Districts were part of the Desert Olympic Regatta Charbonneau (DORC). The original two-day regatta with seven races was crammed into six races on Sunday. A Portsmouth and three one-design starts were flawlessly managed by the Race Committee. Light and shifty conditions forced racers to sail smart to win. In the end, the trophy changed hands but not states. Dennis Trimble FS 1863 of Fleet 100 emerged victorious with Fleet 40's Robert Cardwell a close second and Mike Meszaros a respectable fourth.

Am I disappointed about not bringing the trophy back to California? Maybe. Am I looking forward to more great racing and camaraderie with Fleet 100 at the 2000 Pacific Districts (Fort Townsend, Washington, July 21 - 23)? Definitely! See you there.

Continued on page 8
Continued from page 7

How the West Was Won
by Ken Nelson

Dennis Trimble with crew Al Pierce captured the 1999 Pacific Districts Sailing Off a strong challenge from Robert Cardwell and the Fleet 40 contingent up from Inverness. This year’s event was sailed at Charbonneau Park on the Snake River hosted by Columbia Basin Sailing Club and Fleet 100. The site was about as far as you could get from Inverness, but has some similarities as well. On Saturday the wind was blowing 40 and a dust storm down by Hermiston caused a massive freeway pileup. After sitting tight for awhile, the races were postponed and racing was scheduled to start early on Sunday. While the wine regions of Washington are not as well known as Napa and Sonoma, I think the day off on Saturday allowed us to show that some of the locals are working hard to catch up. Actually we were just trying to gain an advantage in the morning (didn’t work) so we had to settle for a wine tour on Saturday and five great races on Sunday...

### 1999 PACIFIC DISTRICT RACE RESULTS

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<td>2 Robert Cardwell</td>
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### Championship Division

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## 2000 Midwinter Results

### Challenger Division

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2000 North American Championship
July 14 - 21, 2000
Greenwich, CT

NOTICE OF RACE
Indian Harbor Yacht Club and Fleet 7 invite members of the Flying Scot Class to the 2000 NAC Regatta.

Friday, July 14
1200 Measurement and on-site registration period opens
1900 Registration period closes for Women's and Junior Championship participants; closes for the day for the Open NAC

Saturday, July 15
0900 Skippers meeting, Women's and Junior NAC
1000 Open NAC measurement and on-site registration
1100 Warning, first start, Women's NAC
1110 Warning, first start, Junior's NAC
1700 Measurement and on-site registration period closes for the day

Sunday, July 16
1000 Open NAC measurement and on-site registration
1200 Warning, racing resumes, Women's NAC
1210 Warning, racing resumes, Junior's NAC
1700 Measurement and on-site registration period closes
1820 Skippers meeting NAC (cocktail party at IHYC to follow)
1800 Women's and Junior's Prize Giving

Monday, July 17
1100 Warning, first start, Qualifying Round
(3 races scheduled)

Tuesday, July 18
1250 Warning, racing resumes, (either Qualifying Race 3 if required or Race 1 Championship)

Wednesday, July 19
1250 Warning, racing resumes, Championship Division
1300 Warning, racing resumes, Challenger Division

Thursday, July 20
1250 Warning, racing begins, Championship Division
1300 Warning, racing begins, Challenger Division
1800 Dinner and Annual Meeting

Friday, July 21
1250 Warning, racing begins, Championship Division (If required)
1300 Warning, racing begins, Challenger Division (If required)
TBD Prize giving to follow completion of racing

VENUE
The Women's and Junior's NAC will be sailed inside Captains Harbor off Greenwich, Connecticut. The Qualifying, Challenger and Championship rounds of the Open NAC will be sailed on Long Island Sound, south of Little Captains Island.

ELIGIBILITY
- Eligibility shall be in accordance with the Flying Scot Sailing Association Bylaws.
- For the Junior's Championship, skippers and crew shall turn 18 years of age no earlier than January 1, 2001 except that immediate family members (father, mother, sisters, brothers and grandparents) may serve as crew.
- For the Women's Championship, all skippers and crew must be women.

Note: A minimum of five boats each for the Junior's and Women's must be registered by July 1, 2000 for that Championship series to be held.

- To qualify for the Master's Championship the skipper must be 55 or older by July 1, 2000.
- To qualify for the Senior's Championship, the age of the skipper plus one crew must be at least 120.

Note: Skippers must declare their intention to compete for the Master's or Senior's Championship before the close of registration.

RULES
The Regatta will be governed by the Racing Rules of Sailing, the prescriptions of US Sailing and the Rules of the Flying Scot Sailing Association (except as any of these may be altered by the Sailing Instructions) and by the Sailing Instructions. The event is a Category A event in accordance with RRS Appendix G.

MEASUREMENT & INSPECTION
All sails will be measured. Boats without valid measurement certificates will be inspected and weighed. All boats will be checked for required safety gear.

SCORING SYSTEM
The Low Point scoring system, rule A2, will apply. Five races are scheduled, of which three shall be completed to constitute a series. There will be no throw-outs.

SAILING INSTRUCTIONS
Sailing instructions will be available upon registration.

Continued on page 12
COURSES
Courses will be Olympic, modified Olympic or windward-leeward. Course descriptions and signaling system will be described in the Sailing Instructions.

PRIZES
Woman’s, Junior’s and Master’s NAC prizes will be awarded for first through third places. Open NAC prizes will be awarded for first through tenth places. Additional prizes may be awarded at the discretion of the Regatta Committee.

HOTEL INFORMATION
Grand Chalet Inn & Suites
Stamford, CT
Exit 6
(203) 357-7100
$75.00 ( Mention Flying Scot)
Howard Johnson
114 Boston Post Road
Riverside, CT
Exit 5
(203) 637-3691
$99.00 ($89.00 with AAA)

Hyatt Hotel
1800 W. Putnam Ave.
Old Greenwich, CT
Exit 5
(203) 637-1234
$179.00 - $259.00

Courtyard Marriott
631 Midland Ave.
Rye, NY 10582
(914) 921-1110
$169.00

ENTRIES
Entries shall be conditioned upon: (1) the receipt of a completed entry form and receipt of entry fee on or before July 7, 2000 according to the schedule below. Entries received after this date may be accepted at the discretion of the Regatta Committee and if accepted, shall be assessed a $25.00 late entry fee; (2) Completion of registration and satisfaction of the inspection and measurement requirements within the scheduled time period.

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<td>Junior’s NAC</td>
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Entry forms can be found in the Class newsletter and will be available through the Class website (www.issa.com) and the Indian Harbor Yacht Club website (www.indianharboryc.com). Completed entry forms should be sent to:
Flying Scot North American Championships
C/o Indian Harbor Yacht Club
710 Steamboat Rd
Greenwich, CT 06830
Attn: Josh Goldman

ADDITIONAL INFORMATION
For additional regatta information contact: Josh Goldman, 203.625.0768 (home), jaglpr@aol.com.

ENTRY FORM
Skipper __________________________________________
Co-skipper/Crew __________________________________________
Crew __________________________________________
Skipper’s Address __________________________________________
Phone Number __________________ Email __________________
Boat Name __________________ Sail Number __________________
US Sailing Number ___________ Fleet Affiliation ___________

I intend to compete for the:
☐ Master’s Championship
☐ Senior Championship
☐ Junior’s Championship
☐ Woman’s Championship
☐ First Time Competitor
☐ Neither/Not Applicable

My preference would be to:
☐ dry sail and use the host
☐ dry sail and use a ramp
☐ leave my boat on a mooring

JUNIOR & WOMAN’S EVENT ENTRY FORM
Skipper __________________________________________
Co-skipper/Crew __________________________________________
Crew __________________________________________
Skipper’s Address __________________________________________
Phone Number __________________ Email __________________
Boat Name __________________ Sail Number __________________
US Sailing Number ___________ Fleet Affiliation ___________

I intend to compete for the:
☐ Master’s Championship
☐ Senior Championship
☐ Junior’s Championship
☐ Woman’s Championship
☐ First Time Competitor
☐ Neither/Not Applicable

Entries shall be conditioned upon: (1) the receipt of a completed entry form and receipt of entry fee on or before July 7, 2000; (2) Completion of registration and satisfaction of the inspection and measurement requirements within the scheduled time period. Please make entry fee payable to Indian Harbor NAC. Entries received after July 7, 2000 may be accepted at the discretion of the Regatta Committee and if accepted, shall be assessed a $25.00 late entry fee.

I agree to be bound by The Racing Rules of Sailing and by all other rules governing this event.
Learning to Sail Should be Fun!

by Dr. James Miller, child psychologist,
as seen in Scow Slants, reprinted from SNAX

One of the common problems for younger children in the Sailing School program is fearlessness. Often the prospect of getting into the boat and sailing off into the lake seems to them like they just might sail off the end of the earth. Sail off and leave Mom on the dock! Aahhhhh!!! So now what do you do? You’ve signed up Junior for the school, you’ve paid the fee, and maybe you’ve even bought a boat. First you coax, then you bargain, then you plead, then you threaten, then you join Parents Anonymous. It’s another disaster and the little bugger is just being willful. Don’t believe in spanking, but maybe just this once...

Whooa, let’s back up and start again. Children’s fears are some of the most difficult of problems with which to deal. First of all, they don’t think logically. How do you explain that there isn’t a monster under the bed or a bogey man in the basement? How do you explain that these boats don’t sink. That mom won’t leave, that the instructors will take care of them? Children are vulnerable little people and they are programmed to be fearful. That’s what keeps them safe - fear. It keeps them out of strange places, away from strange people and pretty close to their frazzled mom. If you want to learn about a whole new set of problems, talk to one of the moms who has kids who are unusually bold. They’ll tell you no end of stories about how their little darlings have turned mom’s hair grey.

Here are some things you can do to help your child avoid the fear of sailing:

1. Set up the pram now. Use the child’s bedroom or the basement or Rec room. This gives the child plenty of time to get used to the boat, to play with it in a safe environment. Familiarity is the key!

2. Early in the season, before Sailing School starts, get the boat in the water while the kids are swimming. Just the hull, not the rigged boat. Let the kids play in it, but don’t ask them to, and don’t encourage them to. If they don’t that’s OK. The idea is to let them discover it and get used to it on their own terms.

3. Let the kids try to sink the boat in shallow water, don’t say much to them as they play in it. Sooner or later they will fill it with water. The pram won’t sink, it won’t even fill all the way with water - it’s too buoyant. This is a picture worth a thousand words! When they find out that no matter what they do the boat won’t go down, they develop a completely different attitude towards it.

4. Don’t coax, cajole or encourage the kids, just leave them to their own devices. Children become suspicious when adults try to get them to do things. They’ve been through the “Try it, you’ll like it” routine too many times. If you try to get them to sail the boat they’ll start to view it in the same category as brussels sprouts.

5. Sail the boat yourself. Don’t ask them to come along or to try it or anything else. Just get in the boat and sail it around. Don’t tell them how much fun you had or that they can sail the boat too. Just enjoy the boat yourself. Sooner or later Junior will want to go with you. Again, don’t push. Take him or her out for only a short ride, then drop them off. If you overdo it the first time, you’ll regret it. You want to leave them asking for more.

6. Don’t take them sailing with you every time you go. If they always get to go with you why would they learn to sail themselves? Six-year olds don’t ask to drive the car do they?

7. Get kids together. The bold ones will encourage the shy ones. Have the boat rigged and in the water. One of the more experienced sailors will want to go out. Let them and don’t interfere. (Of course, follow all safety rules and provide a chase boat.) This is something that’s best done with six or seven kids. All it takes is a day of swimming and lunch at somebody’s house. Make some calls and do it.

8. Remember, the keys are to provide opportunity and to avoid putting any pressure on the child.

If you do these things you’ll have a better chance of developing a more enthusiastic sailor!
Laws of the Sea
by Chris Caswell, Sailing, reprinted from SNAX

1. Painting the bottom of your boat will always require 2 ounces more bottom paint than is contained in any standard can.
2. The depth of the bilge where engine parts or tools fall is always the exact length of your arm's reach plus one inch.
3. In every repair, a little blood must flow.
4. Stainless steel isn't.
5. Charter boats always sleep two fewer than advertised.
6. In any repair, the part most likely to break is either the most expensive, the most difficult to replace, or both.
7. Wind is free - it's the sails that cost a fortune.
9. Never buy the Mark 1 version of anything.
10. A sea trial for a prospective boat purchase should be like a skirt: short enough to be interesting, long enough to cover everything.
11. Always remember that a weather forecast is just a horoscope with numbers.
12. The likelihood of failure of reverse gear is directly proportional to the speed at which the dock is approaching.
13. Depth sounders are only accurate when confirming that you are aground.
14. The only time you can have too much fuel is when you're on fire.
15. The best weather occurs the day after your departure.
16. The second best weather occurs the day after your return.
17. If you can step down into a life raft, it's not yet time to go.
18. Three things always get sailors in trouble, weather, weather and weather.
19. No sailboat is impressed by your years of experience.
20. Never let your boat take you someplace your brain didn't get to five minutes earlier.

Midwest Sailing
SAILING SPECIALISTS SINCE 1963
8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
734-426-4155 Fax 734-426-5532
www.ms-pyc.com
e-mail: sail@ms-pyc.com

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 spinaker; 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; spinaker 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. 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. 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.

SCOTS 'n WATER
Racing and the Hand or Why I wear Full-Fingered Gloves
by Leonard K. Ruby, Reprinted from SNAX

Sailing can be tough on your hands as anyone who has spent two or more consecutive days racing knows. There are both the mechanical stresses of holding the main sheet, tiller, etc., and the non-mechanical stresses of water, salt, and sun. Although the hands are amazingly tough organs and usually withstand a lifetime of use without ill-effect, the acute stress of sailing can be injurious, at least temporarily. Of course, I am not referring to the deep cuts, fractures, and dislocations which are unfortunately rare in small boat sailing since the forces tend to be small. It should also be noted that some people, either because of their work or genetic makeup, have thickly calloused strong hands that tolerate abuse much better than those like myself who do light manual work.

What can you do to protect yourself from injury? As prevention is always better than treatment, start by getting your hands in a good condition as possible. There are a variety of ways of building strength such as using squeeze type grippers, wrist curls, putty or ball squeeze exercises, and others. In general, 15-20 repetitions at maximum effort in three sets, one to two times a day, is a good technique to build strength. The idea is to strengthen the forearms and hand muscles, tendons, and ligaments beyond normal so that they can withstand abnormal loads without injury. This also, to some degree, toughens the skin of the palm of the hand.

To protect your skin you need callouses which requires gradual graded gripping exercises. To minimize injury during sailing I prefer wearing complete finger and thumb gloves. The ones I use have Amara that will fit through the blocks as it is easier to grip and will kinder to your hands. Unfortunately you will pay a penalty in performance as the sheet tends to soak up water and not slide easily through the blocks and may drag in the water downwind.

One of the other advantages of the long-fingered gloves is that because there is no “edge” phenomenon of the glove bunching up on your finger, you are less likely to compress a nerve in your finger. However, keeping your hand in a fist position for long periods of time can lead to carpal tunnel syndrome with or without a glove, or to say it in another way, no glove is protection against carpal tunnel syndrome. After sailing I do stretching exercises to “milk” the excess fluid out of my hands. The exercise that I use is to place fingertips together and gradually straighten and extend all your finger joints and wrists so that you end up in the prayer position. Hold this for 10-15 seconds and repeat 2-3 times, then make a tight fist to squeeze the fluid out of the extensor aspect of the hand. Then shake out your hands. Repeat as needed. For skin care, use a heavy hand cream after fresh water soaks. Following these recommendations does not guarantee symptom-free hands, but has been useful to me in minimizing problems.
Design

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

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

Fabrication

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

Service

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

For more information call Steve Bellows, your Flying Scot Sailmaker

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
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<tbody>
<tr>
<td>☐ 4.4 oz. Racing Cloth</td>
<td>☐ 5.3 oz. Cruising Cloth</td>
<td>☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White</td>
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<td>☐ Jib Radials</td>
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<td>☐ Mainsheet Retainer</td>
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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
Orange
Grey
Coast Gold
Natural
Yellow
Purple
FL-Yellow
Lt. Blue
FL-Green
Ocean Blue
FL-Pink
Green
FL-Orange
Dk. Blue
FL-Raspberry
Red
Lake of the Woods
Spring Invitational
April 29, 2000
Locust Grove, VA
Join Fleet 160 in this 19th annual regatta on beautiful Lake of the Woods in Orange County, Virginia.
Contact Hans Noordanus at (540) 972-0933 or email at hans.noordanus@gaprestige.net.

Buckeye Regatta
May 20 & 21, 2000
Hoover Yacht Club, Fleet 37
Columbus, OH
Contact Ray & Kathy Trask at (614) 766-2890 or trask@attglobal.net.

Annual Egyptian Cup Regatta
June 3 & 4, 2000
Lake Carlyle, IL
Contact Bill Clark, Fleet Captain for FS Fleet 83 at (314)-878-3969 (E-mail: cclark@stlnet.com) or check the CSA web site (www.csa-sailing.org).

Greater New York District Championship
June 3 & 4, 2000
Toms River, NJ
The sailors of Toms River Yacht Club and Fleet 162 invite you to the year 2000 Greater New York District Championship. This year we will be sailing for the Jeff Lines Memorial Trophy. We lost Jeff last year after he sailed a winning regatta this same weekend, last year. Contact Bill Warner at W (856) 488-3625, H (732) 349-0329 or cranmoor@yahoo.com.

Full Moon Regatta
June 10, 2000
Monmouth Boat Club
Red Bank, NJ
The 2000 New Jersey State Championship kicks off in Red Bank, NJ on Saturday, June 10th, with the 9th Annual Full Moon Regatta. Contact Bruce and Jackie Cattanach at (973) 586-0825 or email bcattanach@att.net.

North Carolina Governors Cup Regatta
June 17 & 18, 2000
Henderson Point on Kerr Lake
Henderson, NC
Contact Dave Keesee. 919-851-8247. keesees@ mindspring.com

Berlin YC 50th Anniversary Regatta
June 17 & 18, 2000
Berlin Yacht Club, Ohio
For this year’s regatta, Berlin Yacht Club and Flying Scot fleet 19 are proudly celebrating 50 years of sailing on Berlin Lake in Northeast Ohio. Free camping (with electricity and showers) on the grounds. See our website at www.berlincyacht-club.com or email lindrom@diebold.com or call Mike Lindroth at (330) 825-0131.

Great 48 Regatta
May 5 - 7, 2000
Lake Norman Yacht Club
Lake Norman, NC
Join us for one of the South’s oldest, biggest, and best attended regattas. The three race series will begin with an on-the-water clinic Friday afternoon conducted by Graham Hall and an informal race management discussion led by Bill Ross at the club that evening. Dinner will be provided at the club on Saturday night and lunch will be available. Campers welcome, no pets. Trophies will be awarded to winners and losers. Contact Larry Vitez 704.442.1850 or lvitez@msn.com

Midwest District Regatta
June 17 & 18, 2000
Delavan Lake Yacht Club
Delavan, WI
Come visit the “All New” Delavan Lake Yacht Club! The single-handed race will precede the regatta in the afternoon of Friday, June 16, at 4:30 pm. Visit the Delavan Lake Yacht Club website at www.dlyc.com.

Desert Regatta
May 6 & 7, 2000
Charbonneau Park
Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, greblach@cris.com

Douglass/Orr Invitational
June 17 & 18, 2000
Sprite Island, CT
Contact Rick Farrell at (203) 322-7577.

Wife/Husband Championships
June 24 & 25, 2000
Saratoga, NY
Contact Peter and Ann Seidman at (518) 877-8731.

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Flying Scot
Michigan/Ontario Districts
June 24 & 25, 2000
Lake St. Clair
Detroit, MI
Contact Dave Coleman at (313) 577-2586, hope@dyq.com or Bob Cowles at (248) 489-9650 x.234, bob.cowles@yjinsa.com.

NY Lakes District Regatta
July 8 & 9, 2000
Skaneateles Sailing Club
Skaneateles, NY
Contact Bill Elkins at (315) 449-1627.

Oriental Sailing Social
July 8 & 9, 2000
Neuse River
Oriental, NC
Contact Dave Batchelor, 919-467-3512, sailordave@mindspring.com

Sam Myers Regatta
July 8 & 9, 2000
Fy matauning Lake
Canfield, OH
Contact Mark Braman at (330) 549-0628, or email bramanmark@msn.com.

North American Championships
July 15 - 21, 2000
Indian Harbor Yacht Club
Greenwich, CT
Contact Josh Goldman at jagjpr@aol.com.

Edenton Challenge Regatta
July 29 & 30, 2000
Albemarle Sound
Edenton, NC
This year the Carolina districts has challenged the Capital to sail with us as a way to test this site a possible future NAC site. Sailors from other districts are welcome to join us for a 5 race series in seabreezes and no tide conditions. Contact Dave Batchelor, 919-467-3512, sailordave@mindspring.com.

Sandy Douglass Invitational Regatta
July 29 & 30, 2000
Deep Creek Lake
Come join us at the home of the Flying Scot. Contact Tom Scannell at tscaenneil@aim.net.

---

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

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VISA/MC ORDERS CALL
SANDY: (937) 862-7781

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18
95th Annual Ephraim Regatta  
August 5 and 6, 2000  
Ephraim Yacht Club  
Ephraim, WI  
Fleet 44 invites you to the oldest continuous regatta in the USA. Three races beginning at 8:00 am Saturday, Saturday evening Bratfest, two races and trophy presentation on Sunday. Contact George Carey at (920) 854-9253, or email gcsail@dcwls.com after May 7, 2000.

First Annual Founders’ Memorial Regatta  
August 5 & 6, 2000  
Mansfield Sailing Club  
Mansfield, OH  
Fleet #4 sails Clearfork Reservoir on State Route 97 SW of Mansfield. Contact Ben Oswald at (419)524-4357 or email: cinben@worldnet.att.net

Crystal Ball Regatta  
August 12 and 13, 2000  
Crystal Lake, MI  
See our website at www.sailcesc.org or contact Steve Last at (517) 832-5706 or email: lasts@mindnet.org.

Saratoga Lake Flying Scot Invitational  
August 12 & 13, 2000  
Saratoga, NY  
Contact Peter and Ann Seidman at (518) 877-8731.

FS Canadian Championship  
August 19 and 20, 2000  
Stony Lake Yacht Club  
Ontario, Canada  
Canada’s premiere Flying Scot event is back for the new millennium. The FSCC 2000 promises to be as good or better than all the previous FSCCs. Come up and enjoy Canadian hospitality at its best. Contact Douglas T. Smith at (416) 498-9162 or email: dtmsmith@interlog.com.

New England District Championships  
August 26 & 27, 2000  
Cohasset, MA  
Contact Gary Werden at (781) 440-9675.

50th Harvest Moon Regatta  
September 8 - 10, 2000  
Atwood Yacht Club  
Sherrodsville, OH  
Contact Joe Cline, AYC Fleet Captain at (330) 874-3687 or e-mail: jckzoar@cs.com.

Massapoag Regatta  
September 9 & 10, 2000  
Sharon, MA  
Contact Jim Cavanagh at (781) 784-5088.

Continued on page 21

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Introducing the Delta-TL Boat Lift by Midwest Sailing

* All aluminum - lightweight & low maintenance  
* Cantilever style - Lifts 44 inches, Draft - 18 inches  
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MARCH/APRIL 2000
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FLYING SCOT®

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NEW... Paint, Gelcoat & Hardware installed by the factory is only available at Flying Scots or for the ultimate in refurbishment - trade it for a new one!

NEW... Lower Prices on many items from Halyards, Ronstan, and others that adds value. Support your builder by ordering what you need for your Scot from the people who know it best and feel good about the prices you are paying.

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

Aquameater Sailor II
Compass & Mount...
Features large yellow-tinged line and 45 degree red bearing line, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete $70.00

Plastimo Contest Tactical Compass and Mount...
3½" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree black line, track through 90 degrees and you will read the same number on the opposite side. Upper line is high, lower line is low. Eye is held in place by shock cord for easy installation. Price complete $230.00

Trailex Aluminum Trailer...
Lightweight extruded aluminum designed to keep the boat low for easy access while racing. Overall width is 7.5" and features 4.80 x 12" tires. Complete price on the trailer is $1540.00

Stainless Steel Mast Sleeve...
Custom formed welded and polished stainless steel to reinforce the base of the mast. Complete with screws $137.90

Rudder Lift System...
Features custom stainless bracket for lift line and shock cord to pull black 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 swivels flat to the transom. Stainless steel rail through bolts to deck. Low profile to reduce main sheet snag. Easy way to get into the boat from the water. Complete with fasteners $410.00

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

Web Lifting Bridle...
Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete with stainless steel ring, bolt and shackles $68.00

Flying Scot™ Shirts & Caps...
Classic Polo Shirt with left breast pocket Soft 60/40 with four great colors! Poplin with cotton 40/60 poly interlock knit. Flying Scot Sailboat embroidery
Sizes: S-DDL
One Size Fits All
Colors: White with Flying Scot Colors: Teal Blue w/Teal Bill, Navy Blue w/Red Bill, Bright with Flying Scot Sailboat Red or Royal Blue embroidery $28.00 $9.00

Spinnaker Pole...
15' diameter pole with heavy duty forespar end fittings designed to snap on without pulling the continuous wire trip $189.00

Motor Bracket...
Two-part bracket that bolts to the transom. Stand-off part screws with the engine so that the bracket has a lower profile when the engine is not installed. Yoke that bolts to the transom is coated aluminum and the stand-off part is stainless steel with a hardwood block for the engine clamps. Complete with fasteners and template $122.00

Ronstan Fixed X-10 Tiller Extension...
40" fixed length black anodized aluminum fluted tube with black fiberglass grip and rubber ball end. Urethane universal joint offers unlimited movement and unlimitted movement and unlimited movement and unlimited movement and unlimited movement and unlimited movement and unlimited movement and unlimited movement. 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 X-10 above with twist-lock adjustment. fiberglass grip, outer tube and ball end on inner tube and urethane universal joint. Complete with bolts $57.40

Clip to hold extension to tiller $2.10

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 vinyl not included. Price complete $54.10

Replacement bag only $39.70

Transom Port 4"...
Allows water to drain through transom while the boat is towed. Complete with screws. Louver hole saw available $9.65

Jiffy Reefing Kit...
Hardware and line for a single 35' sail reduces main sail area by about 25%, but does not require you to remove the bottom batten. (Modification to mainsail for reef grommets not included) $128.00

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Prices do not include shipping. Maryland residents add 6% sales tax. Prices subject to change without notice. Visa/MasterCard accepted. 157 Cemetery Street • Deer Park, MD 21050 Phone 800-864-7208 • Fax 888-442-8943 • www.flyingscot.com

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Glimmerglass Regatta
September 11 & 12, 2000
Cooperstown, NY
Contact Dick Stailey at (607) 432-6815.

Horricks-Palmer Invitational
September 11 & 12, 2000
Bluepoint, NY
Contact Rob Kaiser at (516) 589-2167.

Hot to Trot Regatta
September 16 & 17, 2000
Portage Lake, Pinckney, MI
Contact Ed Worth at (734) 420-2313 or email eworth@engin.umich.edu. Visit the PYC website at www.ms-pyc.com.

Annual Whale of a Sail Regatta
September 16 & 17, 2000
Carlyle Sailing Association
Carlyle Lake, IL
Excellent camping facilities exist in the State Park next to the CSA harbor. Check the CSA website (www.csasailing.org) or contact Bill Clark (314-878-3969 or E-mail: cclark@stlnet.com).

Desert Olympic Regatta
Charbonneau (DORC)
September 23 & 24, 2000
Charbonneau Park
Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, gregiach@cris.com

Candlewood Lake Regatta
September 25, 2000
New Fairfield, CT
Contact Frank Riefenhauser at (203) 746-4752.

Fleet 7
Founders Cup Regatta
October 7 & 8, 2000
Riverside Yacht Club
Stamford, CT
Contact David Oster at (203) 637-4146.

Jubilee Regatta
November 11 & 12, 2000
Pensacola Yacht Club
Pensacola, FL
You may leave your Flying Scot at the PYC in a secure yard over the winter and pick it up again in the Spring of 2001 on your way to the MidWinters for $20.
Contact Bernie Knight at (850) 983-7247, baknight@msn.com.

The name has changed, but the sails are just as fast and durable and at the same low price!

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mreynolds@quantumsails.com - www.quantumsails.com/fs

MARCH/APRIL 2000
# Flying Scot New Members

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<th>Fleet #</th>
<th>Boat #</th>
<th>Name</th>
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<tr>
<td>1722</td>
<td>A</td>
<td>Phil Berger</td>
<td>530 Harriton Rd</td>
<td>Bryn Maw, PA 19010</td>
</tr>
<tr>
<td>5203</td>
<td>5310</td>
<td>Elliott Bray</td>
<td>1305 North Lynbrook Dr</td>
<td>Arlington, VA 22201</td>
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<tr>
<td></td>
<td>3663</td>
<td>Mark Hartong</td>
<td>4039 Lake Glen Dr</td>
<td>Fairfax, VA 22033</td>
</tr>
<tr>
<td></td>
<td>3768</td>
<td>Harold Ickes</td>
<td>3406 P Street NW</td>
<td>Washington, DC 20007</td>
</tr>
<tr>
<td></td>
<td>Current Skipper #2149</td>
<td>Kevin Ray</td>
<td>2997 Lakeshore Rd</td>
<td>New Castle, DE 19720</td>
</tr>
<tr>
<td></td>
<td>4511</td>
<td></td>
<td></td>
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<tr>
<td><strong>Carolinian District</strong></td>
<td>4511</td>
<td>Jim Busheed</td>
<td>2045 Trowbridge Ct</td>
<td>Charlotte, NC 28270</td>
</tr>
<tr>
<td></td>
<td>3901</td>
<td>Peter J. Hampson</td>
<td>559 Schooner Rd</td>
<td>Charleston, SC 29412</td>
</tr>
<tr>
<td>27</td>
<td>5285</td>
<td>Fritz Kreimer</td>
<td>403 Lyndenbury Dr</td>
<td>Apex, NC 27502</td>
</tr>
<tr>
<td></td>
<td>4511</td>
<td>Kevin Ray</td>
<td>2997 Lakeshore Rd</td>
<td>Denver, NC 80237</td>
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<tr>
<td><strong>Florida District</strong></td>
<td>5104</td>
<td>Donald (Don) E Browning</td>
<td>16070 SE 115th Ave</td>
<td>Weirsdale, FL 32185</td>
</tr>
<tr>
<td></td>
<td>5719</td>
<td>Thomas A. Goddard</td>
<td>1000 SW 27th Ave #118</td>
<td>Vero Beach, FL 32968</td>
</tr>
<tr>
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<td>3362</td>
<td>Charles A. Jensen</td>
<td>32540 Wabash Av #150</td>
<td>Sorrento, FL 32776</td>
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<tr>
<td></td>
<td>A719</td>
<td>William (Ed) E Lockard</td>
<td>PO Box 5130</td>
<td>Niceville, FL 32578</td>
</tr>
<tr>
<td><strong>Greater NY District</strong></td>
<td>A668</td>
<td>Ron Cohen</td>
<td>11 Hughes Ave</td>
<td>Rye, NY 10580</td>
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<tr>
<td></td>
<td>2469</td>
<td>Barrie Richmond</td>
<td>16 Milllades Ave</td>
<td>Riversdale, CT 06878</td>
</tr>
<tr>
<td></td>
<td>4688</td>
<td>Robert A. Veninata</td>
<td>58 East 83rd St #1B</td>
<td>New York, NY 10028</td>
</tr>
<tr>
<td><strong>Gulf District</strong></td>
<td>1516</td>
<td>Kathy and John Dixon</td>
<td>1693 SE St Lucie Blvd</td>
<td>Stuart, FL 34996</td>
</tr>
<tr>
<td>B005</td>
<td>4266</td>
<td>Craig W Maumus</td>
<td>405 Cherry Rd</td>
<td>Maita, LA 70001</td>
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<tr>
<td></td>
<td>116</td>
<td>Craig Parins</td>
<td>2875 Lakeland Dr</td>
<td>Benton, AR 72015</td>
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<tr>
<td>B006</td>
<td>A700</td>
<td>Jack and Renee Payne</td>
<td>8458 Briar Creek Cove</td>
<td>Germantown, TN 38139</td>
</tr>
<tr>
<td></td>
<td>2063</td>
<td>Frank Stanley</td>
<td>2616 Lankre Rd</td>
<td>Morristown, AL 35012</td>
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<tr>
<td>A694</td>
<td>3917</td>
<td>Robert Welling</td>
<td>101 Ronald Blvd.</td>
<td>Lafayette, LA 70503</td>
</tr>
<tr>
<td></td>
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<td>Arnold Zackin</td>
<td>1800 Ben Franklin B-606</td>
<td>Sarasota, FL 34236</td>
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<tr>
<td><strong>Michigan-Ontario District</strong></td>
<td>A706</td>
<td>Roy Laphene</td>
<td>372 W Woodland</td>
<td>Ferndale, MI 48220</td>
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<tr>
<td>5273</td>
<td>4624</td>
<td>Thomas Neumeyer</td>
<td>23355 Beechcrest</td>
<td>Dearborn Heights, MI 48127</td>
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<td>20</td>
<td>Barney Smith</td>
<td>858 Hunt Club Rd</td>
<td>Auburn Hills, MI 48326</td>
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<td>4611</td>
<td>John Womack</td>
<td>15824 Hickory Ridge</td>
<td>Northville, MI 48167</td>
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<tr>
<td><strong>Midwestern District</strong></td>
<td>1274</td>
<td>Mike Brennan</td>
<td>6 S Church St</td>
<td>Elkhorn, WI 53121</td>
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<tr>
<td>A716</td>
<td>3075</td>
<td>Richard C. Howland</td>
<td>1016 N 17th Ave</td>
<td>Havre, MT 59501</td>
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<tr>
<td>A676</td>
<td>3916</td>
<td>Jon R. Keller</td>
<td>701 Willow Lane</td>
<td>Geneva, IL 60134</td>
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<tr>
<td></td>
<td></td>
<td>Norrie Simpson</td>
<td>18056 Schroeder Place</td>
<td>Eden Prairie, MN 55346</td>
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<tr>
<td><strong>New England District</strong></td>
<td>A700</td>
<td>Richard Empyre</td>
<td>104 Musquash Rd</td>
<td>Hudson, NH 03051</td>
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<td><strong>New York Lakes District</strong></td>
<td>B004</td>
<td>John McIntyre</td>
<td>1488 Co. Hwy 31</td>
<td>Cooperstown, NY 13328</td>
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<td><strong>Ohio District</strong></td>
<td>80</td>
<td>Craig Hendrickson</td>
<td>2508 Edgewater Drive</td>
<td>Cortland, OH</td>
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<td>5205</td>
<td>Shaen Clements</td>
<td>6643 Oregon Pass</td>
<td>West Chester, PA 45065</td>
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<td>4890</td>
<td>4616</td>
<td>Rodger Hall</td>
<td>804 Twilight Drive</td>
<td>Crescent Springs, KY 41017</td>
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<td>Dan H. Hedrick</td>
<td>7335 Fox Harbor Rd</td>
<td>Prospect, KY 40059</td>
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<td>Thomas Jobby</td>
<td>7970 Stone Franklin Dr</td>
<td>West Chester, OH 45069</td>
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<td><strong>Prairie District</strong></td>
<td>2569</td>
<td>Michael D. Tabor</td>
<td>3975 S Pinehurst Cr</td>
<td>Denver, CO 80235-3124</td>
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<td><strong>Texas District</strong></td>
<td>67</td>
<td>Scott Elliott Jr</td>
<td>14334 Angus</td>
<td>San Antonio, TX 78247</td>
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<tr>
<td>3110</td>
<td>24835</td>
<td>Francis X. Govers</td>
<td>24835 Baywick Dr</td>
<td>Spring, TX 77389</td>
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<tr>
<td></td>
<td></td>
<td>Marke Smith</td>
<td>1008 Hanover Dr</td>
<td>Southlake, TX 76092</td>
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<td><strong>New Members this report</strong></td>
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Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.
A $15.00 fee is charged for placement in Sca's Water.
Send or fax submissions to Association Headquarters or
Email to info@fssa.com.
Placement will be made upon receipt of payment.
Send payment to:
FSSA Headquarters
3009 Millwood Ave.
Columbia, SC, 29205.

FS 1136 – Customflex built, white
dock with yellow hull, mostly Harken
Two year old Nissan outboard,
trailer included. Freshwater sailed only.
Located in Cleveland, OH $4250
Contact Tom Powell at (216) 261-0850
eves, (216) 261-0658 days.

FS 1260 – Douglass build, light yellow
dock and deck, good condition, dry sailed.
New mainsail, jib and spinaker sails. New
racing rigging and hardware. Includes
upright mast, engine mount, cockpit tent
cover, extra sets of sails, anchor and
galvanized trailer. Located in Oceanside,
NY $2600. Contact Joe Storale at (212)
720-1208, mainsheet1@juno.com.

FS 3663 – Second owner 1981 Flying
Scot, (Douglass built), excellent condition,
with a very little used outboard motor
(purchased new about 1990) and spin-
naker. White hull, blue bottom. Located on
Fire Island in Saltaire, NY $4000 obo.
Contact Harold Jakes at (202) 887-6726,
or email hickes@griffinjohnson.com.

FS 3710 – Douglass, white hull and
dock with red stripe, North main and jib
in good condition, spinaker, motor-
mount, compass and anchor. TeeNee
galvanized trailer, rubber dinghy,
1998 Evinrude 2hp outboard in like new condi-
tion. Located in Rye, NY $4600. Contact
Devin McMahon at (914) 967-9055.

FS 4818 – 1994 Douglass, white hull
and deck, fully race rigged. Trailer, top
and bottom covers, lots of extras. $7200
ory trade for older Scot. Contact Bill
Ewing at (732) 530-6511.

ENGINE FOR SALE – 1996, like new
3.3 hp, 20 hours used. $500. Contact
Billy Baer at (908) 852-5497.

USED SAILS WANTED – Sailing
School is interested in your older (not
race quality) Scot sails that might be
taking up space in your garage or base-
ment. Please call (703) 768-0018 or
email George.Stevens@wdn.com.

MALLORY CUP SAILS FOR SALE –
The Detroit Yacht Club is hosting the
USSAILING Men’s National Champions-
ships for the Mallory Cup, September 16-
22, 2000 in Flying Scots. We are plan-
ning on using eleven new sets of sails
from the North Sail lofts. The sails will
be available for delivery after the event.
The sails have to be presold by May to
make this possible. A 25% discount is
offered with a 50% deposit at time of
order. This means the total for the main
sail, jib and spinaker would be
$1855.00 minus 25% ($463.75) for a
total of $1391.25. A downpayment of
$695.00 would be needed at time of
order.

Please contact Greg Fisher at (610)
419-9410, email greg@ed.northsails.com
or Ed Theisen at (248) 473-3253, email
ectheisen@cs.com. Help us make this a
world class event to showcase the Flying
Scots and save some money at the same
time.

CAVEAT EMPTOR =
BUYER BEWARE

The Flying Scot Sailing Association is not
responsible for items purchased through
the Caveat Emptor page.
### Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
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<td>FSSA Burgees</td>
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<td>FSSA Shirt (Red, White, Blue)</td>
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<td></td>
<td>or with any one name</td>
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<td>FSSA Hat (Red, White, Blue)</td>
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<td>FSSA Necktie (Red, Navy)</td>
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<td>FSSA Blazer Patches</td>
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<td>Scot Print- &quot;Sailing&quot;</td>
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<td>Highlights of Scots’ N Water</td>
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<td>Non-Members</td>
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### S & H CHARGES:

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

**Merchandise Total**

*Add Shipping & Handling (S&H)*

**Total Amount of Sale**

### SHIP TO: (Please Print)

**NAME**

**ADDRESS**

**CITY**

**STATE**

**ZIP**

**Telephone Number (Daytime)**

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

**Credit Card Number**

**Expiration Date**

**Signature**

---

**Running total: $12.00**

---

**District Governors**

**CAPITOL DISTRICT**

Chris Swensen  
1811 Hartwood Lane  
Crofton, MD 21114  
(410) 721-3505  
cswensen@acdl.com

**CAROLINAS DISTRICT**

David H. Batchelor, Jr.  
422 Marjorie Drive  
Cary, NC 27511  
(919) 467-3012  
sabordave@ mindspring.com

**FLORIDA DISTRICT**

Charles Fowlc  
3835 NW 25th Ave.  
Miami, FL 33142  
(305) 836-6885  
fowlc@gate.net

**GREATERR NY DISTRICT**

Brian Hayes  
925 Wheelers Farms Road  
Milford, CT 06460  
(203) 777-7627  
brayh@cdnorthsails.com

**GULF DISTRICT**

Dan Kolenich  
4 Navy Lane  
Spanish Fort, AL 36577  
(334) 626-7175

**MICHIGAN-ONTARIO DISTRICT**

Forest Rogers  
1018 Curtis  
Pinckney, MI 48169  
(734) 954-0452  
forest@vibrodynamics.com

**MIDWESTERN DISTRICT**

Harry Hauck  
14181 W. Hawthorne Avenue  
Lake Forest, IL 60045  
(847) 362-7878  
hauck@interaccess.com

**NEW ENGLAND DISTRICT**

Gary Werden  
451 Buckminster Drive, Apt. 204  
Norwood, MA 02060  
(781) 440-9678

**NY LAKES DISTRICT**

Ann Saalman  
33 Huckleberry Lane  
Bailston Lake, NY 12019  
(518) 877-6731  
psaaldtm1@nycap.rr.com

**OHIO DISTRICT**

Jack Rudy  
740 Lafayette Avenue  
Cincinnati, OH 45220  
(513) 221-6144  
judy@junio.com

**PACIFIC DISTRICT**

Ken Nelson  
3082 W. 15th Ave.  
Kennewick, WA 99338  
(509) 585-4252  
gnoblach@crisl.com

**PRAIRIE DISTRICT**

Tyler Hall  
6342 Biddle Dale St.  
Lenexa, KS 66220  
(913) 422-8956  
tylerh@sound.net

**TEXAS DISTRICT**

Jeni Sellrich  
8509 Flicker Lane  
Dallas, TX 75238  
(214) 553-0005  
jeniers@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

**Periodical Postage PAID**

Columbia, SC 29201

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Address Service Requested