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*Denotes Executive Committee Members
From the President
by Dan Goldberg, FS 4991

FSSA Treasurer Bill Ross of Fleet 48 (Lake Norman, NC) won the US Sailing Sportsmanship trophy for 1999. More details are in an article by Dave Batchelor that appears in this issue. This is a very prestigious national award and Bill is certainly very deserving. I think it is a great tribute to the Flying Scot class that two other Flying Scot sailors have also won it in the past (Dick Besse and Harry Carpenter). Bill also won the St. Petersburg trophy for regatta management, for his work (along with other Lake Norman people) as Principal Race Officer at the Thistle Nationals last year. I believe this is a unique double. Congratulations, Bill!

My term as President expires in July, so this is my last "From the President." I have greatly enjoyed my two years as President, and I hope everyone has enjoyed reading these articles. My main goal when I was elected was to give something back to the Class that has given so much to me, and I hope that my efforts have met this goal. Another goal was to find something to write about each issue. Luckily I am departing at exactly the moment I cannot think of anything else to write about!

I would like to acknowledge all of those who help make the organization work so well behind the scenes. At FSSA Headquarters, Jamie Cannon deals with FSSA affairs, Courtney Cantrell handles the website, and MaryAnn Crews oversees all. I have had the pleasure of working closely with them and I don't think the average Scot sailor realizes what a great job they do. Sunshine Hartman does a thankless job of getting Scots 'n Water out six times a year. (Please send her articles!) Gary Schubert, from Deep Creek Lake, has greatly helped on website matters and has initiated our ListServe and FS Discussions (Bulletin Board) up and running. The Executive Committee and Board of Governors are constantly seeking to improve the Class. Finally, our bulker, Harry Carpenter, has also given unselfishly on all matters concerning the class. Thank you all!

Our incoming President, Jim Harris, is highly qualified to take over, having years of FS experience and management experience at the Carlyle Lake Sailing Association. Please support Jim the same way you have supported me.

I believe that the Flying Scot Class is in great shape. We have a great boat, great people, great sportsmanship, great Association, and a great builder.

Fair winds, everyone!

President Dan Goldberg with wife Pam, dancing out of office.

New President Jim Harris with wife, Betty.
DEAR EDITOR:

Mark Hartong's article on solo mast-raising was excellent - but I have a different way.

Get a couple of double pulleys and make a block-and-tackle. Fasten one pulley set to the end of the forestay. Attach the other to a forward object (the back of my station wagon, in my case). Put the mast into its pivot pin. Stand in the boat with the mast on your shoulder. Pull the block-and-tackle line as you walk forward, hoisting the mast upright.

I'm 68, and this lets me raise the mast without giving myself a heart attack, ruptured disk or other calamity.

Meanwhile, I have a different problem: My mainsail has no reefing grommets or ties. How can I reef the sail when whitecaps start?

Jim Haugh, FS 134 haught@wvinter.net

DEAR EDITOR:

I am now starting my second season with a Flying Scot. Since I normally trailer 45 minutes to either of two lakes or an hour and a half to the Chesapeake Bay, I wind up raising and lowering the mast each time I go sailing. A crew is not always available and an inexperienced crew is so rare that I have added an assist to help me with raising and lowering the mast with a physically small and/or non-sailing person. While it is possible to handle the mast single-handed, small skippers may not be able to do so and there is the high likelihood of damage to boat, mast, self or some combination thereof. If one should slip while in the process of rigging single-handed, I figure that it is worth asking a few minutes of help from anyone at the dock to be safe.

I have attached a six foot length of 2 inch square thick wall aluminum tube to the winch stand on the front of my trailer. A pair of U-bolts hold the tube rigid on the side of the winch stand. A cheek or swivel block is permanently attached to the top of the square tube (square tube is stronger than the same diameter round tube) and a 3/8" low stretch line is threaded through the block. Attach the jib halyard to this line and ask your assistant to delay the free end around the trailer tongue. With the block well above head height and on the centerline of the boat, there is both leverage in the early stage of lifting or last few feet of lowering and the pull is along the boat axis even if your helper pulls the line to one side. The only downside to this rig is that since the tube leans forward on the trailer, I cannot fully open the hatch on a station wagon type tow vehicle. It would be easy to add a jamb cleat but I haven't felt the need yet. A bonus to this system is that it gives me someplace to secure the end of the mast when trailering. With the mast tied to the tube (I pad the winch by covering the mas; end with an old fender with the end cut off) there is no danger of damage should the wood mast support fork work loose or break while on the road.

Dave Childress
FS 3841

Best regards,
Richard E. Gigenworth

Enclosed are photos of a ladder that I made for my Flying Scot (4978). It attaches to the gudgens already on the boat for the rudder. I don’t like to drill any more holes in the boat other than “necessary”. I also don’t like to take away from the “clean” appearance of the transom. This will do the trick at a total cost of $40.00. The biggest part of the expense is for the stainless steel pintals. One piece of pressure treated 5/4 x 6, eight feet long is enough wood.

Thought I would share this with you. Perhaps it could be used by others. I have always had a hard time getting back into the boat after swimming around and under the boat when cleaning the bottom (at my mooring). Being retired, I have the time to invest in carpentry, and like to keep costs low.
Donald J. Sweet
1927-2000
by Bill Ross

On February 14, 2000 Donald J. Sweet of the Lake Norman Yacht Club passed away due to complications following surgery in Mooresville, NC. Don was a dear friend to all who knew and sailed with him throughout his twenty-eight years as a member of the Lake Norman Yacht Club, FSSA, US SAILING, and Fleet 48.

Don was an active sailor on Lake Norman. He moved here in 1971, and soon after joined the Lake Norman Yacht Club where he became its Commodore in 1976, and a few years later became the Commodore of the South Atlantic Yacht Racing Association. He received numerous awards for service and excellence in the sport of sailing at the local, regional, and national levels, and was awarded the "Willard Davis Service Award" by the South Atlantic Yacht Racing Association, and was a two-time recipient of the Lake Norman Yacht Club Livingstone Award for excellence in service to the Yacht Club. He was also Certified as a Judge and Senior Race Officer of the United States Sailing Association.

Don was a special person in the Flying Scot Class. He was a competitor for many years sailing F/S 2070 "Karoot", named for his daughter Karen and son Scott, and dominated many of the races and regattas held regionally in the Carolinas. However, his contribution to the sport not only begins with his sailing. His Judging and Race Management skills, equally important to him as his sailing, afforded many of us the pleasure of sailing in the best-managed races possible.

Don had been PRO for all but one of the Flying Scot NACs held at Lake Norman. He had run most if not all of the Great 48 Regattas in the last 12-15 years, and had served the Class as a Judge for the NAC at many venues, the most recent being at Lake Carlyle in 1998. He was to have been on the Jury for the 2000 NAC to be held this summer.

In addition, Don had served as the PRO for the last 24 continuous years at the Highlander Pipes Regatta on Lake Norman. He had traveled all over the southeast giving time and personal expense to the sport conducting Rules and Race Management Training Seminars. He had averaged 30 weekends a year since retirement contributing to the sport so that we all might enjoy the highest quality racing possible.

Don officiated at numerous National and International sailing events like the Star North Americans, and the Miami Olympic Classes Regatta just prior to the Savannah Olympics of 1996. He officiated at several Mallory and Adams competitions, and was a member of the Race Committee and played a key role in the Lake Norman Yacht Club receiving the United States Sailing Association's most coveted award for race management, the St. Petersburg Yacht Club Trophy 1999.

Don's passion for the sport and his desire to provide superior racing and judging for all of us will long be remembered. He had become an icon of excellence at Lake Norman, and he had created a standard that will be remembered for many years.

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SCOTS 'n WATER
Bill Ross Recognized for Service and Sportsmanship
by Dave Batchelor, FS 2324

A friend of mine who competes regularly in another sport once asked why sailors work so hard for trophies of such relatively modest value. He was accustomed to receiving prizes sufficient to offset some of his expenses, and said he usually did pretty well with side bets. I tried to explain the Corinthian spirit to him, at least as I understand it, where the recognition of a competitor’s accomplishments and the respect of one’s peers are the most important prizes. It was a tough if not impossible sale, and I came to appreciate our sport even more, and particularly the people involved in maintaining that ideal.

It takes a lot to keep the Corinthian spirit and tradition alive. Fortunately there are people who are very committed to doing so who work hard to make the competition fair and fun, and promote the sport and values they cherish. Their passion for the sport drives them to go way beyond the usual volunteer efforts that many people provide. They are the visionaries who constantly ask what can be done to make the sport better for those involved, and more attractive and accessible to others. They are the first to volunteer to see the vision through and go the extra mile to do it right.

Dan Goldberg asked me to write an article about an individual in the Scot class who exemplifies these ideals and has been recognized regionally and nationally for his efforts. He’s not from my fleet, but I have known him and sailed against him for a long time, and I recently worked with him on a project, which received one of the awards. Bill’s a good friend and I was happy to oblige.

Bill Ross, currently serving as Treasurer of FSSA, is the man of the hour and he has had a very good year. As a competitor he won the season-long Helmsdale/Singletary series in the Carolinas district. But Bill works even harder at supporting and promoting our sport and it’s organizations, approaching his cheerful demeanor makes him easy to be around in either situation.

Bill recently received a major recognition for his efforts as PRO of the race committee for the Thistle Nationals at Edenton last summer. Faced with the daunting task of organizing a major championship in a remote location with no yacht club facility to work from, he put together a team of volunteers from several clubs in North Carolina (Lake Norman providing the core group) to conduct seven days of racing for 78 Thistle teams. His abilities as a salesperson and as an organizer served him well in pulling together the resources required. Bill knew that the class has a reputation for being aggressive, particularly on the starting line and that general recalls would be numerous. But Bill contended, along with his mentor, the late Don Sweet, that with courses and lines set properly and procedures performed crisply and on time, there should not be a problem with recalls. He waited when necessary for the wind and gave them square lines with plenty of room. It was “set and reset marks” every race, but it paid off with only one general recall and very few individual recalls in a week of racing. Bill and the whole team took pride in giving the appreciative Thistle sailors a first class regatta, and proudly enjoyed a standing ovation from them at the awards ceremony.

While receiving a standing ovation from the competitors at the awards ceremony was reward enough for Bill, he beamed even more when he accepted the St. Petersburg trophy for Race Committee

Continued on page 8
At the US Sailing Spring Meeting in March, Bill received the W. Van Alan Clark, Jr. Sportsmanship trophy. Bill's many contributions are spelled out on US Sailing website. However, the section that caught my eye was this: "Sportsmanship is difficult to define but easily recognizable. The high standards exemplified by the true sportsperson are vital to the health of sailing, which is why each year US SAILING honors nominees for the prestigious W. Van Alan Clark, Jr. Trophy. This award honors those people who are outstanding examples of dedication and graciousness in the sport of sailing, and for sharing these talents with others. Nominees include sailors who have performed a single exemplary act or who have consistently exemplified the finest tradition of the sport both on and off the water, through instruction and encouragement of others".

People like Bill don't work as hard as they do in search of trophies and awards, or even the recognition and admiration that goes with them. They are "givers" not "takers", and without such special people our sport would not be what it is today.

Stop on the dock your next time out and ask "Who makes it all possible"? "Who works to make it better?" And most importantly, "What can I do to make a difference?"

Thank you, Bill, for setting such a great example and CONGRATULATIONS!

PS: My daughter reminded me of something very important. That is that Bill could not have given so much without the support of his family. The family has always been very active in club activities at Lake Norman Yacht Club and at earlier in New England. His children grew up sailing with him as well as his wife Diane. Diane doesn't sail these days, but is a gracious hostess at the club and at the Ross Hilton where she and Bill entertain visiting sailors.
Bill Ewing from Red Bank, New Jersey, sailing with his wife Eileen and Kris Smith, won the 2000 Midwinter Championship beating several professional sail makers. He and Eileen have also won a number of other major Scot regattas including the most recent Canadians and the Wife-Husband Championship which they won four times. I recently talked to Bill to find out more about how an amateur like Bill has been so successful.

Q: You are not a professional in the sailing industry. What do you do in the real world?
A: I was a Human Resources executive but I retired a few years ago.

Q: You are obviously a very talented sailor. Did you start at a young age?
A: Not at all. I never set foot in a sailboat until I was 30. A guy I worked with talked me into crewing for him on a 15’ Albacore. I had thought it would be pretty boring, because I was used to fast motorboats, car racing, and dirt biking. But I ended up really liking it when I began to realize how complex and competitive it is. The next spring, Eileen and I got married and moved from New Jersey to southern Illinois. We bought a brand new Scot from Customflex (#1961) and sailed at Crab Orchard Lake. Four weeks after buying the boat, we went to our first North Americans in Detroit and made the cut for the Championship Division.

Q: So you’ve been sailing Scots ever since?
A: No. We moved back to New Jersey and sailed in a number of other classes since there were very few Flying Scots in NJ at that time. I bought my friend’s Albacore and were successful in that class for about 15 years. We also did some sailing in the 470 and campaigned a Lightning and a J-24 fairly successfully. But about 10 years ago, we returned to the Scot class and bought AUDACITR (FS 4246).

Q: Many of us wondered what that boat name means.
A: It is a name that is on our family crest and means “one who is boldly forward.”

Q: What led you to return to the Scot class?
A: The Scot was becoming very popular in our local area. In addition to its superb quality, it is probably the best truly one-design crewed sailboat in North America (illustrated by the many times it has been selected for U S Sailing championship events). I have made it to the finals of the U S Men’s Championship twice and the Championship of Champions twice, sailing Scots in half of these events. The Scot retains its value and is very versatile. I am 60 years old and remain competitive on the national level. Even people with physical handicaps have sailed them through the years. I remember Fred Crapo, who was paraplegic, skippering a Scot in many regattas. And probably the main reason we returned is the great people you get to

Continued on page 10
know, Ted and Florence Glass have been an inspiration for us since that first day we sailed our Scot at Crab Orchard Lake.

Q: To what do you attribute your racing success?
A: I have always been very competitive. When I started racing, I did a lot of reading about tactics and strategy. I remember reading Stuart Walker's book on tactics; I read it three times before I really understood it. I also rely heavily on compass readings to determine how the wind direction changes during a race. It seems to be a pretty good at starting, which is a tremendous advantage. I also believe in having a well-prepared boat. Since Eileen and I are lightweights, it is important to have the rigging set up to make the crew's life as easy as possible (cascading boom vang and seat cleating for the jib). [Author's note - Bill's boat is always clean and immaculate!]

Q: What else?
A: We spend a lot of time sailing. In our 30 years of marriage, I think we have only taken 2 non-sailing vacations. We also race a lot in our local club races. During the summer, we probably average six races a week not counting any regattas.

Q: What is your number one racing accomplishment?
A: In the Albacore class, we've won two Nationals (Eileen skippered one of them), two North Americans and several Midwinters. Our first Flying Scot Wife-Husband Championship at Berlin, OH was also a high point since 69 boats competed. We do feel that winning this Midwinter is one of our best achievements. We never expected to win it because the competition is always very tough and exciting in the heavier winds and not our strength, especially with only 410 lbs. of crew weight. In a way this worked to our advantage. Since we didn't think we had a chance to win, there was no pressure on us and we were very relaxed. I think we sail better when we can just relax and have fun! I've been known to be a little hyper, and now I'm trying to relax more.

Q: You used a tight rig in the Midwinters. Did that help your boatspeed?
A: While we felt fast almost all of the time, we haven't used the tight rig in lighter winds yet - this rig should favor light conditions. On the flip side, Doc Bellows and Benz Faget also had good speed with a loose rig, while Dan Neff was fast with a snug setup (not tight, but no stop). While I would have thought the tight rig would be slower on a run because the main can't rotate forward and the boom will not go out as far, our experience has been just the opposite. Also the rig did not bounce around as much in the chop.

Q: What is your number one racing disappointment?
A: We sailed one of our best Scot regattas at the '98 Nationals at Lake Norman. We had just bought our new boat (PS 5246) and had great finishes in the qualifiers and the first half of the championship series. At the final leeward mark in the next to last race we went from fourth to 23rd after fouling President Goldberg, of all people, and erased a second in the final race with a OCS. Although we felt that we sailed extremely well, we ended up with our worst finishing position since re-entering the class.

I also lost an Albacore Nationals, capsizing on the last tack to the finish, with 1/4 mile lead!

Q: Do you and Eileen talk a lot on the boat?
A: Not really. We have great teamwork, and she can anticipate most of my moves. I definitely sail better with her as crew. Also, if we do well, I can give her a hug!

Q: Thanks, Bill, for taking the time to talk to us and good luck in the future.
A: My pleasure!
Limeys on Tour - Thanks Yanks

by Keith Seddon

Once again this year the Brits were back at the Mid-Winter Championships, six strong and entered two boats, both in the Warm-Ups at Fort Walton Y.C. and the championships at St. Andrews Bay Y.C. We arrived a little earlier than last year in the belief that an acclimatization period might help our prowess on the water. A strict training program began on arrival whereby swimming in the Hartman's pool was high on the schedule of many disciplines. Life saving aids were dished out in the shape of sealed aluminum tubes which floated better once the strange amber liquid was removed. Jogging to and fro the washroom from our billet was also a must for all team members who were already suffering the combined effects of the low altitude and high spirits.

A round of golf (flag) at Tiger Pointe was considered important for a subtle blend of light exercise and relaxation accompanied by those ever present life saving aids - there is a lot of water at Tiger Pointe after all - and we kept finding it! Debriefing for each day took place at well known fitness centers such as Flounders and Footers where it seemed many of the local athletes met in the evening. A final night at Jerry and Sunshine's savoring such local delicacies as "Kamikazes" saw us departing at first light for St. Andrews Bay in order to establish our campsite consisting of two canvas condos on the beach and then back to Fort Walton Y.C. to register for the Warm-Ups Regatta. It soon became apparent that perhaps there had been something lacking from our training schedule, as although we had trained hard and conscientiously, others had been training considerably harder, or maybe they were just better sailors - surely not! By the end of this preliminary regatta, however, the distance by which we were being beaten had reduced encouragingly and the British contingency was feeling pretty good and in high hopes of better things to come. (Optimism is a virtue, isn't it?).

Incidentally, two of the Brits had never sailed before, "Budgie" had come as shore crew and after convincing him that he should at least give it a try, became an instant convert and insisted on sailing in the Midwinters. Bill, who joined the campaign late, was to be thrown in the deep end. He was down to crew for Paul Lee. Paul's wife and regular crew, Denise, was heavily pregnant and looking after their other two kids. Bill soon experienced the sweet smell of success as Paul sailed an excellent first race to come first and eventually fourth overall.

On our arrival at St. Andrews Bay Y.C., we were given a very warm welcome from old and new acquaintances and for me being my fifth year, it was another reminder of the camaraderie experienced, sometimes only, when you sail Flying Scots at such an event.

It was obvious from the outset that the Regatta Chairman, Claude Arnold, and his team had put in endless effort to ensure the smooth running and eventual unprecedented success of the event.

On the water, our six races were completed in idyllic conditions and in the time allotted. What an absolute pleasure it is to compete in a sailing event with warm winds of 12-15 mph under clear, blue skies coupled with a standard of race organization and a level of sportsmanship that witnessed only one general recall.

This year's Midwinters saw the introduction of a new challenge trophy - the Victory Cup - donated by "Budgie", who is the owner of a "training" establishment in Hamble, UK called The Victory Inn. After correspondence and discussions with both the Regatta Chairman and Principal Race Officer, it was agreed that it would be competed for amongst the entries in the Challenger...
division, but on a USA v. UK basis. A secret draw took place from all USA entries and twelve boats were selected to sail for their country, two boats in each of the six races against the two British entries. The identity of these boats was kept secret to prevent any unsportsmanlike behavior such as “camping” on the “other side” to take place. All boats were indeed trying to do their best to achieve a reasonable standing in the Challenger division. The combined standings of all twelve USA boats were to be compared with the combined standings of the two UK boats to decide the winning nation. UK came in second. Although I believe that after two races we had the edge. After four races we were some twenty points adrift and the last two races didn’t constitute a comeback!

Nonetheless, it was a lighthearted addition to the regatta and although some folk may have been a little in dismay as to what was actually going on at the prize giving ceremony, the general feeling was YEAH! Next year it is our intention to submit three boats in the Challenger Division, which could require, under the present rules, up to eighteen Flying Scots to represent the USA. The Victory Cup has been presented to the Flying Scots Midwinters and regardless of which nation proudly wins, this highly desirable and prestigious trophy will remain in the safe custody of St. Andrews Bay Y.C.

Jim and George Webb, Steve Fawcett, Bill Bailey, John “Budgie” Straton and myself would like to extend our grateful thanks to everyone who made our recent visit to Florida so enjoyable. Any Flying Scot owner who has not yet experienced for themselves the Midwinters should get on down - you’re missing something rather special!

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Three Boats – Three Generations
By Dan Goldberg, FS 4991

At the 2000 Mid-Winter Regatta, there were three boats each sailed by three generations of Scot sailors: the Fishers (George, Greg, and Martha), the Dees (Granny, Terry, and Daniel), and the Sylvesters (Pete, Chris, and Erin). Sandy Douglass designed the boat to be a "family racer" but I doubt even he would have expected such a large family representation at a major regatta. I don't know if records are kept of such things, but I guess that no other one design class has had three, three-generation boats in a major regatta! How about a four-generation boat next?

New Caps, New Shirts, New Red Tie

We are pleased to announce the arrival of our great looking new FSSA apparel. These items were introduced at Midwinters and were a sell-out!

First, we now have weathered-look low-rise caps in three colors: nautical, red, denim blue and khaki with a navy blue visor. Jamie Cannon, our FSSA staff associate, is shown wearing the red cap and holding the others in the photo. The caps are also shown in the photo featuring that well-known hunk Paul Moore, along with Jamie and Pam Goldberg.

Second, we have weathered-look knit shirts with the FSSA logo. They are available in dark navy and in denim. Jamie and Pam are shown wearing these cool looking shirts.

Third, in response to popular demand, we can now offer the new-look FSSA ties in red as well as in blue. These ties are all silk and have a Flying Scot sketch surrounded by the FS insignia. You can find a photo of the blue version on the FSSA website. As before, we need to get 100 orders for ties before we can place an order with our supplier.

All of these items will look great on you and make great gifts for your crew, family or significant other!

You can purchase the shirts and caps, and place a reservation for a tie using the order form on the back cover of Scots' Water or call FSSA Headquarters at (800) 445-8629 and order with a credit card.
Ronstan Fixed X-10 Tiller Extension...
40" fixed length black anodized aluminum fluted tube w/black "Hypergon" grip and rubber ball end. Unbreakable universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts...
$34.00
Clip to hold extension to tiller...
$1.55

Ronstan Telescopic X-10 Tiller Extension...
29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. "Hypergon" grip on outer tube & "Freeflex" grip on inner tube, and unbreakable universal joint. Complete w/bolts...
$58.35
Clip to hold extension to tiller...
$2.40

Spinnaker Pole...
1.5" diameter pole w/heavy duty Foregrip end fittings designed to snap on without putting the continuous wire trip...
$189.00

Transom Port 4"...
Aids in rescue of swamped Scoty by allowing water to drain through transom while the boat is towed. Complete w/cleats. Learner hole saw available...
$9.65

Motor Bracket...
Two-part bracket that bolts to the transom. Stand-off part stays with engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template...
$122.00

Bow Flotation Bag Kit...
Reserve buoyancy to help keep bow of a swamped Scoty up and aid in rescues. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included...
$54.10
Replacement bag only...
$39.70

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

Jiffy Reeling Kit...
Hardware and line for single 36" reel reduces main sail area by about 25%, but does not require removal of the bottom batten. Modification to mainsail for reef grommets not included...
$47.70

Flying Scot® Embroidered Shirts & Caps...
100% Cotton Blue Denim Shirt, long-sleeve w/button down collar & Flying Scot Sailboat, Sizes: S-XXL...
$43.00
Classic Polo Shirt, 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat, Sizes: S-XXL...
$28.00
Polo Cap, The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat, One Size Fits All...
$9.00
Brushed Cotton Cap, Khaki w/Flying Scot Sailboat, One Size Fits All...
$11.00
Cotton/Poly Visor, Blue w/Flying Scot Sailboat, One Size Fits All...
$9.00

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Flying Scot Sailing Association
Board of Governors Meeting

Monday March 27, 2000
St. Andrews Bay Yacht Club, Florida

Dan Goldberg, president, called the meeting to order and welcomed Jamie Cannon to the staff and FSSA family. Everyone was asked to introduce themselves.

MINUTES
The minutes from the 1999 NAC meeting were approved as written.

NEW MERCHANDISE
Goldberg announced the availability of weathered-look caps and shirts, and encouraged each officer and governor to take home to show their district sailors and fleets. Ties will also be purchased if we get at least 100 ordered. Jamie will determine whether ties with a red background are also available.

BLAZER PATCHES
The executive committee approved giving each district governor a blazer patch. They have had to buy them in the past @ $20 each.

TIGHT RIG JIB
Goldberg stated that questions have been raised as to whether the new tight rig jib is consistent with the one-design philosophy of the FS class. Greg Fisher gave his perspective. In his opinion, the tight rig concept is beneficial to the class because it reduces wear and tear on the rigging, especially in chop, and makes it easier to steer. However, he will do what is best for the class. Goldberg passed out a message from Dave Batchelor, which Goldberg feels provides the right perspective. It notes that choosing a tight rig jib is simply another choice, like choosing which sailmaker to buy sails from. Greg also noted that the tight rig was popular when the FS was first sailed. Neff noted that there are no restrictions on rig tension in the specifications, and that the current tight rig jibs measure in to current measurement rules. Based upon this discussion, all agreed that the tight rig jib is consistent with the one design class philosophy and its use should not be challenged. Another concern raised is whether the tight rig would damage the hull or spars. Carpenter stated that he did not think so, but there were no data yet to really answer the question. He did state that holes should not be drilled into the chainplate, which is an integral part of the hull, in order to take the slack out of the shrouds. (See Measurement report below.)

MEASUREMENT
Neff proposed three CMRs, two of which are related to the use of the tight rig jib. The first adds an upper girth measurement. The second, in response to a concern from Carpenter, prohibits adding holes in the chainplate. The third adds a cloth weight minimum. All three passed. The third will require voting by the membership at the NAC. Neff will make the required proposal, and also provide the exact wording for the chainplate holes prohibition. The new CMRs will then be added to the handbook source document and to the handbook on the Web Site.

TREASURER
Crews provided a financial report. Dues income is up from the same month last year. Ross questioned if the Burnside fund should be expanded to support other purposes than its stated intent. Harris stated that this was not possible because the fund is closely managed. Hayes questioned if FSSA funds should be invested in more aggressive markets. Moore stated this was considered but rejected in the past to ensure we manage our funds conservatively. Moore gave some historical background on FSSA finances. He pointed out that there was a time when we were in such poor financial shape that the management firm could not be paid and Eubanks and Associates gave their services for several months. It has only been in the last few years the financial condition has improved and we need to be very conservative with the reserve.

EXECUTIVE COMMITTEE
Goldberg reported the following items:

- The EC overturned its previous ruling on whether a local fleet membership criterion was in conflict with the FSSA Constitution, because the Constitution allows local fleet jurisdiction in such matters.
- The EC advised the head of the IRC to allow a change in the Notice of Race for the NAC to allow a 3-1-2-2-1 format, because of weather concerns in Long Island Sound and to possibly allow people to drive home Friday.
- The 2001 Wife-Husband was awarded to Berlin, Ohio. Crews will formally advise Ian Doneholm of Berlin.
- The 2001 NAC was awarded to Tom’s River, NJ, subject to three conditions: (1) no other events going on at the same time; (2) on the water assistance as needed, and (3) attempt to negotiate a block of rooms at a local motel at a reduced price. Tom’s River will be asked to confirm agreement with these conditions. Andrews will draft a letter for Goldberg review.
- The North Carolina and Capitol Districts are holding a regatta in Edenton, NC as a dry run for a potential future NAC there. Also Delavan WI has expressed an interest in hosting both a Wife-Husband and a NAC. Harris is sailing there later this year and will evaluate their size capacity with regard to a NAC.

Continued on page 16
Ken Nelson was appointed Pacific District Governor, pending an election to replace Chuck Benick.

International Race Committee: Harris stated that the 2-day experimental format will be used for the Women’s and Junior’s, and he will solicit feedback. He will also recommend whether the PRO for Mid-Winters and NACs should be subject to the approval of the IRC. This would avoid the need to use a line checker, which is currently used on a case basis.

**SCOTS’N WATER**

Hartman noted the need for an increase in funding for the 2002 color issue. Goldberg noted that Greg Fisher had agreed to review an article by Graham Hall on the tight rig, which will then be submitted for the next issue.

**HANDBOOK**

It is now on the Web Site. Taggart will discuss with Courtney how to install a Word version that prints out like the hardcopy. He also suggested that the background fonts be lightened so that the text is easier to read. Harris has an open action to review the part of the handbook that is still outdated.

**ELECTRONIC MEDIA**

Jacobsen reported that the revamping performed by Hank Sykes in early 1999 appear successful. Gary Schubert has replaced Hank as Technical Advisor.

Jacobsen will continue as monthly reviewer. Gary set up the ListServe and is working on a Bulletin Board. He is also working with Courtney on changing to a new ISP. Crews will determine if there is a charge to make the change. Jack Stewart and Susie Stombaugh are working on a FAQ page. In response to a Taggart suggestion, Jacobsen will ask Courtney to add a brief description of the Scot to the Home Page. Staff will add the disclaimer that formerly appeared in Caveat Emptor for the Web site and also send it to Hartman for the hardcopy of Scots’n Water.

**NEW BUSINESS**

The Board approved a proposal to change the Championship/Challenger split to 50 - 50, based upon feedback at the last NAC at Gulfport. The Standard Sailing Instructions will be revised accordingly.

The Board approved a policy for the sale and distribution of address labels, as proposed by McChurkin, with one change. Fleet Captains will also be allowed to obtain labels.

The Board disapproved a proposal to allow sail measurement at Mid-Winters to exempt measurement at NAC. It was noted that NAC measurement exempts Mid-Winters measurement.

Fowler suggested a survey be taken to find out why more people do not attend national events. Several suggestions regarding this issue were offered. Goldberg referred this to the Development Committee. Carpenter stated that photos were now available for inclusion in Highlights, and will forward them to Staff.

There being no further business, the meeting adjourned.

---

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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 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. 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.

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**WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.**
Fleets In

1999 JUBILEE REGATTA
by Bernie Knight

On Saturday we were treated to a fly over by the U.S. Navy Blue Angels. In addition the weather was perfect with light air on both days. Only two races were sailed on Saturday. Further treats included free beer on the lawn compliments of Schurr Sails. Larry Taggart and his crew won the "Sunshine Trophy" for the best finisher with male/female two person boat. Bernie Knight and Adam Brewer won the "Cock of the Walk" GYA Flying Scot Trophy being the best finisher from a GYA Yacht Club meeting minimum GYA weight.

Since the last Glow In the Dark has been sailed, we hope to build this regatta into a gang buster of a season finale for people in the future. Watch for further announcements and registration form. Many exciting details for the next Jubilee include, Steve Hartman, master chef cooking and GW (Gerry) Hartman PRO. Make plans now to attend the Jubilee 2000 on November 11 & 12.

Results

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BUCKEYE REGATTA
HOOVER YACHT CLUB
WESTERVILLE, OHIO
MAY 20 & 21, 2000

Championship Results

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Challenger Results

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<td>3</td>
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ANNOUNCING A NEW FLEET

Fleet number 14 has been established in Pittsfield, Massachusetts and is in the New England District.

The Charter members are:
John Lubrand, Captain
Nigel Peacock, Charter Secretary
Paul Coates

FSSA Website
www.fssa.com

FSSA E-mail
info@fssa.com

MAY/JUNE 2000
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.

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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.

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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>
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<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
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<td>5.3 oz. Cruising Cloth</td>
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<tr>
<td>Jib</td>
<td>$267</td>
<td>Spinnaker-Biradial</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
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- Purple
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- Ocean Blue
- Green
- Dk. Blue
- Red
- Orange
- Coast Gold
- Yellow
- FL-Yellow
- FL-Green
- FL-Pink
- FL-Orange
- FL-Raspberry

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http://schurrsails.com
Starting Line

Note: Please send all Regatta Notices to the Association Office

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
Pymatuning Lake
Canfield, OH
Contact Mark Braman at (330) 549-0628, or email bramanmark@msh.net.

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

Ft. Worden Regatta
July 21 - 23, 2000
Port Townsend, WA
Contact Roger McVicker, (509) 375-0438, mcvicker01@email.msn.com or Ken Nelson, (509) 783-1581, greblach@cris.com

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

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 Garey at (920) 854-9253, or email gcsail@dcs.wisconsin.com after May 7, 2000.

First Annual Founders' Memorial Regatta
August 5 & 6, 2000
Mansfield Sailing Club
Mansfield, OH
Fleet #1 sails Clearfork Reservoir on State Route 97 SW of Mansfield. Contact Ben Oswald at (419) 524-4357 or email: clubmen@worldnet.att.net

Higgins Lake Invitational Regatta
August 5 & 6, 2000
Higgins Lake Boat Club
Higgins Lake, MI
Contact Chuck Alleg at (734) 475-8476 or email: calday@umich.edu

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

Capitol District Championships
August 12 and 13, 2000
Fishing Bay Yacht Club
This will be held in conjunction with the FBYC Annual Centerboard Regatta. Contact John Beery at (804) 559-1899 or email: SleepJonB3@aol.com

Crystal Ball Regatta
August 12 & 13, 2000
Crystal Lake, MI
See our website at www.sailsc.org or contact Steve Las at (517) 832-5706 or email: laste@mindnet.org.

Saratoga Lake
Flying Scot Invitational
August 12 & 13, 2000
Saratoga, NY
Contact Peter and Ann Seidman at (518) 877-8771.

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 (418) 498-9162 or e-mail: dmsmith@interlog.com.

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

Continued on page 20
50th Harvest Moon Regatta
September 8 – 10, 2000
Atwood Yacht Club
Sherrodsville, OH
Contact Joe Cline, AYC Fleet Captain at (330) 874-3667 or e-mail: jckczar@cs.com.

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

Glimmerglass Regatta
September 11 & 12, 2000
Cooperstown, NY
Contact Dick Staley 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 web site (www.csa-sailing.org) or contact Bill Clark (314-878-3969 or E-mail: cclark@stlnet.com).

Fleet 24 Invitational
September 23, 2000
Candlewood Lake
New Fairfield, CT
Contact Mark Riefenhauser at fs2518@snet.net.

Desert Olympic Regatta
Charbonneau (DORC)
September 23 & 24, 2000
Charbonneau Park
Contact Roger McVicker, (509) 375-0438, mcvcker01@email.msn.com or Ken Nelson, (509) 783-1518, greblach@cris.com

Ohio Districts
September 23 & 24, 2000
Moraine Sailing Club
Lake Athlen, PA
On-the-lake housing available!
Contact Wolf Goebhart at (412) 731-1640 or wbg@sei.cmu.edu.

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

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(formerly Sabre San Diego)
619.226.2422

mreynolds@quantumsails.com  www.quantumsails.com/fs
Fleet 7
Founders Cup Regatta
October 7 & 8, 2000
Riverside Yacht Club
Stamford, CT
Contact David Oeller at (203) 637-4146.

Fall 48
November 4 & 5, 2000
Lake Norman Yacht Club, NC

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.

What is Wrong
With This Picture?

GIVE YOUR SCOT A LIFT
Introducing the Delta-TL Boat Lift by Midwest Sailing

* All aluminum - lightweight & low maintenance
* Cantilever style - Lifts 44 inches, Draft - 18 inches
* 1300 lbs. capacity
* Adjustable bunks for a great fit
* Optional legs for depths up to 6 feet

* Eliminates algae growth and blistering
* Protection against wave action and storm damage
* Security - Can be locked in up position
* Clean bottom - No more scrubbing or cleaning
* Float on and off without damage to sail or rigging

Midwest Sailing

$1495.00
Plus shipping
MI Residents Add 6% Sales Tax

8955 Dexter-Pinckney Rd.
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New & Used Sailboats, Hardware, Gear, Activewear, Trailers, Dock, Kayaks, Lessons, Repairs, Storage

MAY/JUNE 2000
# 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>
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<td>Capitol District</td>
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<tr>
<td></td>
<td>A750</td>
<td>Gregory Barsh</td>
<td>24 Devonwood Rd</td>
<td>Wayne, PA 19087</td>
</tr>
<tr>
<td></td>
<td>A779</td>
<td>Betsy Beckwith</td>
<td>2202 Wakefield Street</td>
<td>Alexandria, VA 22308</td>
</tr>
<tr>
<td></td>
<td>3925</td>
<td>John J Conroy</td>
<td>9602 Dublin Drive</td>
<td>Manassas, VA 20109</td>
</tr>
<tr>
<td></td>
<td>3541</td>
<td>Paul D Green</td>
<td>426 Lankford Rd</td>
<td>Harwood, MD 20776</td>
</tr>
<tr>
<td></td>
<td>4657</td>
<td>David Morton</td>
<td>806 Steward Lane</td>
<td>West Chester, PA 19382</td>
</tr>
<tr>
<td></td>
<td>160</td>
<td>Samuel Wilson</td>
<td>HC72 Box 229 117 Greenspring</td>
<td>Locust Grove, VA 22508</td>
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<tr>
<td>Carolina District</td>
<td></td>
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<tr>
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<td>3313</td>
<td>Hal W. Plonk</td>
<td>1436 Barton Place</td>
<td>Raleigh, NC 27509</td>
</tr>
<tr>
<td></td>
<td>A784</td>
<td>James Brittain</td>
<td>7997 Holly Court</td>
<td>Denver, CO 80207</td>
</tr>
<tr>
<td></td>
<td>3969</td>
<td>Michael Caruso</td>
<td>9650 Strickland Rd. Ste. 103-143</td>
<td>Raleigh, NC 27515</td>
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<tr>
<td></td>
<td>3845</td>
<td>Mike Eudy</td>
<td>558 Union St., South</td>
<td>Concord, NC 28025</td>
</tr>
<tr>
<td></td>
<td>C4748</td>
<td>Tom Hisseman</td>
<td>2601 Park Ave</td>
<td>Wilmington, NC 28403</td>
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<tr>
<td>Florida District</td>
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<tr>
<td></td>
<td>1686</td>
<td>Mike Worley</td>
<td>PO Box 6583</td>
<td>Panama City, FL 32404</td>
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<tr>
<td></td>
<td>164</td>
<td>Nicholaus Scull</td>
<td>105 Coral Fish Lane</td>
<td>Jupiter, FL 33477</td>
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<td>Greater NY District</td>
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<td>762</td>
<td>Dave Applegate</td>
<td>118 Laurel Avenue</td>
<td>Toms River, NJ 08753</td>
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<td>1260</td>
<td>Joe Storage</td>
<td>33 Beverly Pky</td>
<td>Valley Stream, NY 11580</td>
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<td>Gulf District</td>
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<td></td>
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<td></td>
<td>5166</td>
<td>Jay Harrell</td>
<td>2792 Overlook Dr</td>
<td>Atlanta, GA 30345</td>
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<tr>
<td>Michigan-Ontario District</td>
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<td>3481</td>
<td>Richard Marchant</td>
<td>8771 Trenton</td>
<td>White Lake, MI 48386</td>
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<td></td>
<td>13</td>
<td>A745</td>
<td>1411 Iroquois</td>
<td>Detroit, MI 48214</td>
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<td>20</td>
<td>1757</td>
<td>140 Meadow Ln</td>
<td>Howell, MI 48843</td>
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<td>Midwesten District</td>
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<tr>
<td></td>
<td>0041</td>
<td>Bob Barron</td>
<td>PO Box 75</td>
<td>Marine on St. Croix, MN 5504</td>
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<tr>
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<td>A732</td>
<td>Henry Berstein</td>
<td>16293 Co Rd 48</td>
<td>Kimball, MN 55353</td>
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<td></td>
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<td>0559</td>
<td>2412 N Shore Dr</td>
<td>Delavan, WI 53115</td>
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<td>5326</td>
<td>3200 Hall St., SE</td>
<td>Grand Rapids, MI 49506</td>
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<td></td>
<td>0361</td>
<td>Bey Hamilton</td>
<td>120 South Main Street #139</td>
<td>Stowe, VT 05672</td>
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<tr>
<td></td>
<td>A753</td>
<td>Penny Hare</td>
<td>PO Box 306</td>
<td>West Falmouth, MA 02574</td>
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<tr>
<td></td>
<td>4311</td>
<td>Ken Kern</td>
<td>225 Main St</td>
<td>N Easton, MA 02356</td>
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<td>Frederick E Emrich</td>
<td>700 Rt 22</td>
<td>Pawling, NY 12564</td>
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<td>2434</td>
<td>Peter Whiting</td>
<td>7 Hazellhurst Ave</td>
<td>Auburn, NY 13021</td>
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<td>Ohio District</td>
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<td>2696</td>
<td>Steve Barker</td>
<td>3906 Pocahoutas Ave</td>
<td>Mariemont, OH 45227</td>
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<td>5302</td>
<td>Brocks Bolton</td>
<td>4515 Young Avenue</td>
<td>Indianapolis, IN 46201</td>
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<td>Jan Pendergast</td>
<td>1030 Bridge St.</td>
<td>Ashland, OH 44804</td>
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<td>David Caldwell</td>
<td>12371 Windward Lane</td>
<td>Kent, OH 44240</td>
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<td></td>
<td>1675</td>
<td>Jim Bodmer</td>
<td>1033 East Longs Peak Ave</td>
<td>Longmont, CO 80501</td>
</tr>
</tbody>
</table>

**New Members this report** 33
Caveat Emptor

FS 264 - Winner of '94 NAC Challenger Fleet at North Coast YC, Lake Erie. Capable of top-10 boatspeed as of '93 NACs. 1961 owned by me since '84. 95% Harken 10:1 vang, 6:1 outhaul. No outboard or bracket. Hull solid everywhere. Bottom very smooth and well cared for. CB carefully fitted, finished and fitted. '38 Schurr main, jib and spinnaker. '94 North main, jib and spinnaker. 1972 Fanco iron trailer with new tires and bearings. Very fast last boat. Needs a new home with a caring owner. $3750. Contact Bob Summerfield at (305) 529-4795.

FS 1136 - Customflex built, white deck with yellow hull, mostly Harken equipped. Two year old Nissan outboard, trailer included. Freshwater sailed only. Located in Cleveland, OH. $4250. Contact Tom Powell at (216) 261-0650. eves. (216) 261-0658. days.

FS 1241 - Customflex, in excellent condition, white deck & hull with light blue stripe, two sets of sails (one like new) and spinnaker. New bottom paint, full deck and cockpit cover, trailer with spare. Includes anchor, lifting bridle, motor mount, plus misc. Always dry sailed and stored indoors in winter. $3500. Contact Jim Iaffaldano at (440) 285-5910 or iaffalnado@hotmail.com.

FS 1260 - Douglass built, light yellow hull and deck, good condition, dry sailed. New main, jib and spinnaker sails. New racing rigging and hardware. Includes lifting bridle, motor mount, cockpit tent, excess of sails, anchor and galvanized trailer. Located in Oceanside, NY. $2600. Contact Joe Storale at (212) 720-1208, mainsheet1@uno.com.

FS 2129 - Douglass 1972, cream hull, white deck. Main and jib are "Shore" sails and "casp" blue and white spinnaker, second set of sails. Lifting bridle, motor mount, "Minnkota" electric motor, marine battery, "Sterling" trailer, and anchor. Dry sailed. Located in Fayetteville, NY. $3500. Contact Bruce at (315) 440-8211 or email: bwamspeal @webtv.net.

FS 2463 - 1979 Douglass, white hull and deck with red and navy accent stripes, Cox galvanized trailer, two sets of sails. 1992 Yamaha 3hp outboard, lines, paddles, etc., included. Located in Westport, CT. $4500. Contact Charles Thompson at (212) 916-4355 (o), (203) 259-5677 (h), or kippyte@aol.com.

FS 3573 - Douglass built, white hull, three sets of sails, Tec-Nee trailer, lifting bridle, anchor, dry-sailed and raced at Moriches Yacht Club, Long Island. Ready to race. $3500. Contact John Kispert at (866) 375-7778 or jkispert@aol.com.

FS 3777 - Douglass, white with blue stripe. Set of old sails and set of Schurr sails in good condition, spinnaker and pole. Boat has not been used in last five years. Galvanized trailer, blue cover, paddle. Located in N.E. Ohio. $4500 firm. Contact George Rooting at (330) 874-4541.

FS 4995 - White hull and deck, Trailex Aluminum trailer, only dry sailed, race equipped to win. Plastimo compass, four covers, bottom, skirted mooring, traillering and boom. Replacement value over $15K, asking $8500. Contact Kipp at (410) 757-4719 or 74303.701@compuserve.com.

BOTTOM COVER FOR SALE - Sailors Tailor Bottom Cover in like new condition. This cover was only used a few times. $225 plus UPS to your neck of the woods. Please call Rob Spring at (330) 492-3727 (home) or email: rspring@neo.rr.com.

CAVEAT EMPTOR = BUYER BEWARE

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

MAY/JUNE 2000
### Flying Scot® Sailing Association Order Form

<table>
<thead>
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<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
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<td>FSSA Shirt (Dark Blue, Denim)</td>
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<td>FSSA Hat (Red, Denim, Khaki)</td>
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<td>FSSA Necktie (Red, Navy)</td>
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<td>Roster Pages</td>
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<td>Bumper Stickers (S &amp; H Included)</td>
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<td>FSSA Blazer Patches</td>
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<td>Scot Print- &quot;Sailing&quot;</td>
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<td>Highlights of Scots’n Water</td>
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<td>Non-Members $20.00</td>
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**Merchandise Total**

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<td>$6.00 orders $10.00 &amp; above</td>
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**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:**

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

- Credit card orders may be placed by calling 1-800-445-6662 between 8:30 am and 4:30 pm EST.
- Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

---

### District Governors

- **CAPITOL DISTRICT**
  - Chris Swensen
  - 1811 Harewood Lane
  - Columbia, MD 21114
  - (401) 721-2505
cwsensen@aol.com

- **CAROLINAS DISTRICT**
  - David H. Batchelor, Jr.
  - 422 Mariposa Drive
  - Cary, NC 27511
  - (919) 467-3512
  - sailordave@mindspring.com

- **FLORIDA DISTRICT**
  - Charles Fowler
  - 3803 NW 25th Ave.
  - Miami, FL 33142
  - (305) 638-8885
  - tow#sail@netgate.com

- **GREATER NY DISTRICT**
  - Brian Hayes
  - 896 Wheelers Farm Road
  - Milford, CT 06460
  - (203) 877-7627
  - brian@cd.northseas.com

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

- **MICHIGAN-ONTARIO DISTRICT**
  - Forest Rogers
  - 16118 Curtis
  - Pinckney, MI 48169
  - (734) 964-0452
  - forest@vibrodynamics.com

- **MIDWESTERN DISTRICT**
  - Harry Haack
  - 14181 W. Hawthorne Avenue
  - Lake Forest, IL 60045
  - (847) 362-7878
  - haackh@interaccess.com

- **NEW ENGLAND DISTRICT**
  - Gary Werden
  - 451 Buckminster Drive, Apt. 204
  - Newroth, MA 02060
  - (781) 440-9675

- **NY LAKES DISTRICT**
  - Ann Seidman
  - 33 Huckleberry Lane
  - Ballston Lake, NY 12019
  - (518) 877-8731
  - pseedman1@nycap.rr.com

- **OHIO DISTRICT**
  - Jack Rudy
  - 710 Lafayette Avenue
  - Cincinnati, OH 45220
  - (513) 221-6144
  - jcrudy2@juno.com

- **PACIFIC DISTRICT**
  - Ken Nelson
  - 3032 W. 15th Ave.
  - Kennewick, WA 99338
  - (509) 585-4252
  - grdnbltch@crisl.com

- **PRAIRIE DISTRICT**
  - Tyler Hall
  - 6442 Bridle Dale
  - Lenexa, KS 66220
  - (913) 422-8869
  - tybth@sounnet.net

- **TEXAS DISTRICT**
  - John Selfick
  - 8539 Flicker Lane
  - Dallas, TX 75238
  - (214) 593-3005
  - jselfick@psid.edu