Florida District
Highlights
North Customers Celebrate The New Millenium With A Sweep!

North Sails celebrated the new millennium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (left). Harry and Jimmy Carpenter (right) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making us look good!

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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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On the cover: FS 5126, Charlie and Nancy Fowler
I know I have been late with responses to a great number of emails. My excuses, in descending order of significance are:

1. I am president of another volunteer organization and it has consumed lots of my time.
2. Holidays
3. Vacation for two weeks
4. Sick with a cold after vacation
5. Procrastination
6. Lazy

However, I have run out of excuses and promise to get on the ball.

The Board of Governors’ meeting at the Mid-Winters will be especially important this year. We plan to have an expanded session of the Executive committee beforehand to prepare a number of issues for the Governors to consider. Please attend or designate an informed delegate to represent your district.

The Mid-Winter regatta is a great vacation and a way to get your mind into sailing. Hope to see you there!

We in Fleet 83 are running a series of winter racing seminars for our new members. Guess what? Many of our veterans are showing up. People love to talk sailing, and we northerners can talk even when we can’t sail.

As you probably know, Jamie Cannon has left the Association headquarters to join her new husband in Baltimore. She did a great job and will be missed by all of us who knew her. Best wishes, Jamie! Courtney Cantrell will take over Jamie’s old duties. Courtney has had some experience with Flying Scot issues and people. Let’s all welcome Courtney and help her learn the ropes of FSSA.

If you haven’t seen Charlie Fowler’s Florida District newsletter, please email or call him for a copy. He does an excellent job covering their people and events. The newsletter has been an integral part of the tremendous growth of the Florida District.

Jack McClurkin is diligently working to make the Wife-Husband Regatta at Delavan something special. I understand Frank Gerry has concocted some terrific trophies. Let’s all plan to go and overwhelm Jack. Wisconsin will be a good place to cool off (I hope) on June 15 and 16.

---

From the President
by Jim Harris, FS 4296

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

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Greetings From Sunny Florida
by Charlie Fowler, FS 5126, Florida District Governor

You know, we in the Florida District are truly blessed. We have arguably a better winter sailing season than most people have a summer one. Bring your boat down and sail with us. We have a racing agenda that you can fit into. We also have two cruise directors, Mike Palm and Tom Kidd, who are as fine as Carnival or Royal Caribbean Cruise Lines could possibly have on board. Our two new fleets in Florida are St. Lucie and Sarasota, bringing our total to eight.

All of our Florida District fleet captains are hooked up on e-mail. Sarasota Fleet 36 has a website (www.worldsailor.com/fleet 36) that we use to post our District Standings. Our race schedule is centered around the Florida District Championship Series. Each fleet hosts a district points regatta. To qualify, a skipper must sail in at least five races, and three may be thrown out. Hopefully we have five races in each regatta scored on the Cox-Sprague Scoring System. This causes people to travel, and it’s fun to see the look on the locals’ faces when they see all the Flying Scots pulling into the regatta site. This is especially true at the locations of the weaker fleets.

Each FS boat owner in Florida is assigned to a fleet, normally the nearest fleet to their address, no matter what the distance. This gives the boat owner someone to talk with and a closeness to other Scots. It tends to help the owner enjoy the boat more by letting him not twist in the wind by himself.

Our fleet captains, who are listed here, are doing a great job of keeping enthusiasm going in their fleets. Each fleet is experiencing some kind of growth. I want to thank each of these hard working people for their dedication and hard work. Because of them, our District is growing.

One last word... Remember: When the chips are down, the buffalo is empty.

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Ron Pletsch
7210 Meadowbrook Dr
Sarasota, FL 34243
(941) 358-3101 Regattafam@aol.com

Fleet 90 - Miami
Andrea Stringos
3613 Alhambra Circle
Coral Gables, FL 33134
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3003 NW 25th Ave.
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A big turnout of 24 boats held a weekend of tight racing January 19-20, 2002 at the Upper Keys Sailing Club and Charlie Fowler narrowly won the series in the Flying Scot Florida Championship.

Organizers got in all six scheduled races, despite a late start Sunday due to light wind. Only one racer, Ron Pletsch, won two races, and at the end of the regatta, only six points separated the first boat from the fifth.

Fowler had one first, two seconds and two fifths for a total of 15 points. Each boat was permitted to drop one race from the final calculations. Fowler, a Miami sailmaker, also won the regatta last year.

"It’s a lot of fun to come down here. I’ve been doing it for a lot of years," Fowler said at the awards ceremony. "The total membership of the club makes you feel very welcome." Fowler’s wife, Nancy is crew on their Scot, and Charlie is the Florida District Governor of the Flying Scot Sailing Association.

The Upper Keys Sailing Club hosts one Flying Scot regatta annually, with racing held on the sheltered waters of Buttonwood Sound on the bay side of Key Largo. Saturday’s races had northerly winds of 5-10 knots, and on Sunday, the winds finally settled down to southerly of about the same strength.

Only one point behind Fowler was Ron Pletsch, of Sarasota, with 16 points on his two firsts, two fourths and a sixth. He and his crew, Lars Olson, won one of Sunday’s races after rocketing around the leeward mark on a lucky inside line while a half-dozen boats drifted in a hopeless and noisy jam. The protest committee had to be called into action to handle disputes from that incident.

In third place were Mike and Stacy Roberts of Largo, Florida, only one point out of second. They had a first, a third, two fourths and a fifth. Two more Sarasota boats rounded out the top five. Jeff Penfield had 19 points with three thirds, a fourth and sixth, and Mike Ashburn had a first, a third, a fifth, and two sixths, for a total of 21 points. Sailors from the host club managed no better than sixth place overall, taken by Jim Bissell, who looked strong on Saturday when he won the second race. Seventh was another UKSC racer, Filip Wieland.

To set the record straight on 2001, Key Largo local sailor Dick Slosar and his wife Sharon took first place in the regatta, not Fowler. Dick, unfortunately, had to be out of town on family business this year and could not defend his position for 2002. UKSC also welcomed guest John and Linda Burke from South Carolina and Jim and Myra Brown from Tennessee.

We also feel that hospitality of UKSC needs to be embellished upon as modest local writer Larry Thorson did not do justice to the Club and its members, in our opinion. They did a wonderful job of making people feel welcome, beginning as soon as we drove through the gate. The Flying Scot takes up a lot of room, and we had the UKSC a little stressed for space, but with the plans for parking management created and implemented by enthusiastic volunteers, the parking and launching ran pretty smoothly. Next year, with 30 boats instead of 24, a new challenge will evolve.

If you weren’t there, you missed an awesome dolphin fish fry dinner. One thing the folks in the Keys know how to do is cook fish. The food was delicious and plentiful, and more than a couple of Scot folk went back for seconds. We were happy to have fish sandwiches on shore after three Sunday races, too!

Finally, it was a great treat to be able to sail in 8 feet of water and see the bottom clearly. Wish you could have been there with us. You could be next year!

Results
1. C. Fowler, FS 5126
2. R. Pletsch, FS 2068
3. M. Roberts, FS 5040
4. J. Penfield, FS 5318
5. M. Ashburn, FS 5398
6. J. Bissell, FS 5399
7. F. Wieland, FS 4653
8. Frankland, FS 4135
9. C. Koch, FS 5296
10. D. Tonkin, FS 0812
It Used to be a Deep, Burgundy Red

by Charlie Fowler, FS 5126

When I first glanced, a while ago, at the *Scots'n Water* article "Why Is It Brown?" by Emmett McCarthy FS 1878, nothing struck a note with me. It wasn't until I started to really read the article that I realized I knew the boat well.

Danny "D" and I went to the Midwinters and the North Carolina Governor's Cup one year when I was working with Criterion Sails. We were using the first suit of Flying Scot sails I ever made, and we had the boat going pretty fast. At the Midwinters, we were first to the weather mark a couple of times, and then worked on ways to destroy our lead. We flipped in one race, got DSQ in another, and so on and so on.

Do you know how hard it is to write up an ad when you're going fast and yet you don't do well, but you still want people to know how fast your sails are? Easy it is not, but here is a copy of the ad that Criterion ran in *Scots'n Water* in March and July, 1973, with a picture of FS 1878. I'm also enclosing an account of a regatta with a picture of 1878 out in front of the fleet. Art Deckleman, proud skipper of Danny "D," is at the helm, I am in the middle, and Bob Wilkinson is forward. We were all from Miami and we sailed most of the time in Biscayne Bay. Emmett's brown color did not come from Biscayne Bay, however, because the water here is normally nice and clean (Thank you, Gulf Stream), unlike some other places that you may go to sail. The burgundy red has probably morphed into brown over these last forty years or so. It seems that age does have a negative effect on some things as the years go by.

Continued on page 8

1973 ADVERTISEMENT

Looking for a great sailmaker?

*Choose CRITERION!*

The first time you saw us was at the Flying Scot Mid-Winters. Some of you may have met us there. You will be seeing more and more Criterion Sails at Flying Scot Regattas around the country.

When you can buy only one suit of sails a year, your choice becomes even more important. We guarantee our sails for any needed sail adjustments for a year.

Have back winding of your main, getting drive through a chop or pointing as high as your competition been a problem? Call us and let's talk about speed.

We know we can help you.

Call Charlie Flower or Eric Fletcher at the loft.

Criterion Sails, Inc.
FLORIDA DISTRICT

JOIN THE GROUP—Art Deckelman (far left) leads the way in the first race of the championship division as the fleet heads for the second mark. Woody Stieffel, gray and black spinnaker in center, overtook Deckelman to win the first race. To the left of Stieffel is Marc Eagan (black and white spinnaker), who took fourth in the race and second overall.

FLYING SCOT FLASHBACK

For Woody Stieffel, 1973 sta

It was a week for the youngsters to shine at the Mid-Winter Regatta, and the best of the youngsters was Woody Stieffel of Bay St. Louis, Miss. Stieffel, 18, won the first race of the championship division and backed it up with a second and a fourth for a five-point win over 17-year-old Marc Eagan, also of Bay St. Louis and Bay Waveland Yacht Club.

In the challenger division, Bud Barrett of Pensacola, Fla., made a sweep, winning all three races for a minimal 2½ points.

The Mid-Winters attracted 52 boats to Panama City, Fla., for three beautiful days of racing Feb. 23-25. Many skippers were calling the competition tougher than last year’s North American Championship.

However, one absentee was Paul Schreck of Lillian, Ala., who had won the last three Mid-Winters. But Stieffel, last year’s runner-up, was ready to claim the throne.

Stieffel, who had his two teen-aged sisters crewing for him, sailed a consistent series. At no time during the three races was he worse than eighth at a mark. In every race he got into position behind the leaders on the first leg (sixth, eighth and seventh at the first mark in the three races), and moved up during the remainder on the race. And never in any race did he drop back a position after moving up.

Stieffel and Eagan weren’t the only young skippers to do well. Tommy Meric, 19, of New Orleans took fourth (dropping back from second in the final race) and George Haynie of Pensacola was fifth.

Only veteran Fred Meno of Columbus, Ohio, who sailed a superb third-race victory, cracked the youngsters’ dominance, and he placed third.

Following Barrett in the challenger division were Brad Baker of Jackson, Miss., Jim Smith of Detroit Bill Suddath of Jackson, Miss., and Jesse Borthwick of Pensacola.

The first day of racing was used for elimination races to determine the championship and challenger divisions. Stewart Robinson of Pensacola, skippering the University of West Florida Scot, and Stieffel each won a division of the first race. Eagan and Bill Wiselogel of Panama City won the two divisions of the second race.

The best overall showing on the first day was by Jack Laird of Panama City, the 1969 North American champion, with two second places. However, all points in the first two races were thrown out after the fleet was divided for the final three races. Laird, who has been sailing larger boats recently, was not able to continue his pace and finished eighth overall.

Numerous protests held up the posting of results of races for hours. These were largely due to the tight competition which often lead to eight or ten boats arriving at a mark at the same time.

A disqualification in an elimination race forced Dirk Lundquist, winner of the Warm-Up at Pensacola, out of the championship division. Art Deckelman, who was a third in the first race of the championship division, was the early leader in the second race, but was
arts off as a very good year

disqualified after his boat touched Eagan’s boat at the third mark. Eagan went on to win the race, as Deckelman dropped back to eighth before the disqualification.

The winds were 10-15 knots during the three days of racing. The home-sea advantage, mentioned often after Bill Wiselogel won an elimination race and Jack Laird took two seconds, proved to have little influence as the best Panama City finish was Laird’s eighth.

First Race:
Stieffel sets the pattern

The first race set the tone for the championship division in the regatta as Woody Stieffel picked up the victory.

He set a pattern he followed in the second and third races, and that was to get into good position by the first mark and move up during the remainder of the race.

Stieffel was sixth rounding the first mark of the first race, and he moved up to second place on the beat to the second mark. He later took the lead on the long windward leg and held it.

The win at Panama City followed Stieffel’s victory in the Sugar Bowl Race of Champions.

Art Deckelman of Miami, showing good early speed, opened a lead from the start and held it through the last three legs before dropping back to third.

Second-place finisher Tommy Meric of New Orleans was well back in the early part of the race, but worked his way up to fourth at the third mark. Then both Stieffel and Meric overtook Deckelman on the fourth leg.

Marc Eagan was in good position behind Deckelman on the first leg before he hit the buoy. By the time he had rerounded the mark, he had dropped back to eighth place. Eventually he was able to work his way back for a fourth-place finish, but he was never able to catch Stieffel in the point standings.

George Haynie, sailing a consistent race, placed fifth. John Murray, who took over second place at the first mark as Eagan rerounded, dropped well back during the mid-part of the race but recovered for a sixth, while Fred Meno took seventh.

Second Race:
Eagan gets his revenge

Marc Eagan, who lost his chance to win the first race when he had to reround the first mark, made up for it in the second race as he sailed to a win over Woody Stieffel.

Tommy Meric stayed in contention in the championship division with a third, followed by Bob Whitehurst of Pensacola and Fred Meno.

Eagan took the lead rounding the third mark after his boat and Art Deckelman’s boat had come together. Deckelman, who took the lead at the start in this race as he had in the first race, was disqualified because of the incident, costing him his eighth-place finish.

At the first mark, Eagan was fourth behind Deckelman, Dick Elam of Austin, Tex., and Dwight LeBlanc.
FLORIDA DISTRICT

It’s the Stieffel Gang

of New Orleans. He moved to second place on the second leg.

Stieffel was eight at the first mark, the poorer position he held at any mark during the first championship race. He moved up to third on the third leg, to fifth on the fourth mark, but was unable to close the gap on Eagan.

Marc was 10th in the race for the first buoy, too far back to catch the leaders. He was still eighth at the third mark, but climbed to fourth on the long leg to the windward mark behind Eagan, Stieffel and Dedelton. He moved to third in the run to the leeward mark and held third place.

Third Race: A veteran shows his stuff

The final race of the Mid-Winter championship division started with three teak-covered slopes gatoed at the top of the flare. Woody Stieffel had 24 points, Marc Eagan, 45 points and Tommy Marc, 5 points.

However, none of the three made it into contention on the third race as Fred Mee announced John Murray on the final leg for the victory.

Stieffel, sailing another consistent race, had an 11-foot lead over his other teak cat by the second mark and his championship was almost assured.

Art Dedelton, the early leader in the first two races, was eighth in the second and third race, and Bob Conlin took the early lead with Marc second, Marc and Stieffel were sixth and seventh places at the first mark, while Eagan was in the middle of the fleet at the third leg. Stieffel was sixth at the second mark, but Eagan and Marc were far behind in 10th and 11th. Stieffel overtook Charles Walter on the third leg and George Hayman on the fourth leg, but could not catch the three leaders.

Eagan and Marc gained after the second mark, with Marc showing good speed on the two leeward legs and Eagan moving from 11th to seventh on the fifth leg.

Looking for a great sailmaker?

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The first name you see on the Flying Scott Mid-Winter entry list, one name that can be trusted for service and quality.

For your service and repair needs, Criterion Sails is your answer. A professional shop, giving you the confidence that you’ve made a choice of a pioneer.

Call Charlie or Eric. Flather at the left.

CRITERION SAILS, INC.

From the Gov

by Charlie Fowler, FS 5126

Mike Palm (FS 1242) now lives down in Big Pine Key. He has volunteered to organize a cruise for Flying Scot Sailors from Big Pine Key to Key West and back. I hope that there is more interest in this than we received for the River Cruise, the first, which was a blast. No one even asked about next year’s cruise after we scheduled a return. It seems like everyone wants to read about cruising, but no one wants to do it.

Mike Palm
30817 Ortega Lane
Big Pine Key, FL 33043
(305) 872-9247
sailinghigh2001@aol.com

I need some input from those of you who do not participate in regattas.

Good sailing!

The Great Gator Challenge

by Charlie Fowler, FS 5126

Well, it seems like Florida keeps Wally Gator for another year. Last year, it was snow. This year we just won. Thanks to Mike Ashburn, First; Jeff Penfield, Fifth; and Ron Pletsch, Seventh; for defending our District Gator. We know that he will be in safe keeping at the Jax Rudder Club, and won’t have to endure living with some stranger in a distant land. The Rudder Club always has great food. It will be hard to keep Wally out of the chow line.

This year we all tackled over to the Fishing Camp restaurant Saturday night and had great catfish and gator tail. All of our out-of-district guests seemed to enjoy the ambiance.

The racing was interesting in that we had light air and a pretty good current on the St. John’s River. Sometimes it looked like a great circle route was the fastest way to get to the marks. Mike Ashburn had it pretty well figured, followed by Harry Carpenter with Frank Gibson, and Joe Brake and Jeff Penfield.

We had four District states represented. Maybe next year, we will get a couple more districts to be involved.

Dick Alsop ran the races and did a remarkable job with the light wind and conditions we had.

The Rudder Club was a super host. A good time was had by most everyone except the gator that gave up his tail for dinner. A special thanks to all the participants from out of the Florida District.

Y’all come on down now, ya hear?

FLYING SCOT FLASHBACK

Continued from page 10

Mississippi teens sail off with Mid-Winter crown

leg, a run to the leeward mark. Eagan’s seventh in the race was enough to edge Mee for second place overall, but Murray’s knothod slipped him to fourth.

Sine held his lead over Mee through the first three legs until Murray overtook both of them on the fourth leg, a beat to the windward mark, with Sine holding second and Sine dropping to third.

The trio remained in those positions rounding the last buoy, but Murray was able to overtake Sine on the final leg for a narrow victory, with Sine third. (The Mee-Murray dual had some out differently in the first race when Murray overtook Sine on the last leg for fourth place.)

Huyck’s fifth in the race gave him fifth overall, while Mee’s second was good for sixth in the championships. Both Huyck and Murray had good first and third races, but they finished 17th and 19th, respectively, in the second race.

Championship division

Following are the top 10 finishers in the Mid-Winter championship division and their finish in each race:

Skippers: Sail No. 1 2 3 Total
Woody Stieffel ... GYA 92 1 2 4 65
Marc Eagan ... GYA 91 4 1 7 115
Fred Mee ... GYA 90 1 3 1 127
Tommy Marc ... GYA 76 5 7 1 125
Tommy Marc ... GYA 22 5 1 1 72
Gary Hayman ... GYA 21 1 6 3 108
Bob Conlin ... GYA 19 7 2 1 104
Bob Conlin ... GYA 17 2 1 1 94
John D’Heureux ... GYA 13 3 14 1 91
John D’Heureux ... GYA 11 6 14 1 90

Challenger division

Following are the top five finishers in the Mid-Winter Challenger division and their finish in each race:

Skippers: Sail No. 1 2 3 Total
Kris Baren ... GYA 121 2 5 16 12
Chris Smith ... GYA 120 1 4 1 8
Bill Sudduth ... 1093 5 6 12
Jose Cabello ... GYA 111 3 4 15

From the Gov

by Charlie Fowler, FS 5126

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Bob Conlin ... GYA 19 7 2 1 104
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Chris Smith ... GYA 120 1 4 1 8
Bill Sudduth ... 1093 5 6 12
Jose Cabello ... GYA 111 3 4 15

Storm sails – Junior sailors

Heavy weather ruling out necessity with 131 sq ft, 5 on storm sails, carefully designed to give same lift power as full sails. Some sheet blocking used. Also used as “tiller” sails for 15-15 year olds. Kids love the “and sail”, quickly gain confidence and sailing ability because the sail is easy to work with. Junior Olympics are a real growth area, from small boat racing, to single handed, to double handed racing, to early teen nationals, a growing, 15 important sailing competition. Quantity prior to quality. Send 50 cents first package for junior sailboat races information, C. J. Jones, 811, 65 Heroes Street, Bridgewater, Massachusetts 02324.

BEWARE LEARN TO SAIL quickly, easily with author- itative help. sailing “A Beginner SAILING GUIDE.” Over 50,000 sold to date, sailing schools, camps, cruisers, etc. For $5.00 sailboat cruising or racing. To be able to start, need water, sails, boat, sufficient money to buy equipment. Best sailboats are most civilized. For fast new sailboats are, a growing, 15 important sailing competition. Quantity prior to quality. Send 50 cents first package for junior sailboat races information, C. J. Jones, 811, 65 Heroes Street, Bridgewater, Massachusetts 02324.

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Made of solid aluminum, these are designed for a life of sailing. Mounts with simple—no shims—no tuning—no weathering. They are used world cruise, Asia, South America, Europe and beyond. For sale to European customers, a growing, 15 important sailing competition. Quantity prior to quality. Send 50 cents first package for junior sailboat races information, C. J. Jones, 811, 65 Heroes Street, Bridgewater, Massachusetts 02324.
This year the Florida series will use the Cox-Sprague scoring system. This is a high-point system that factors in both finishing position and number of boats entered. According to theory, this method gives a higher fidelity representation of the skipper and crew skills than the traditional low-point method. I think everyone will agree that scoring a third place finish in a three boat regatta requires less skill than scoring a third in a twenty boat regatta. To build a large sample base (and thus reduce the "luck factor") every race in which a boat started counts towards the point total.

Points are only awarded for boats that start. A DNS receives no points. DSQ receives one more boat position than the number of boats that start. DNF is awarded points equal to the number of boats that started the race.

For example: You just finished a 3 race series with results as follows: 1st race - 4th; 2nd race - 3rd; 3rd race - DSQ. The first race had five boats to start, 2nd and 3rd races each had three boats to start. For the first race, go across the top to 5 boats, then drop down to 4th place and find winnings of 38 points. For the 2nd race, go across to 3 boats, and then down to 3rd for 21 points. 3rd race also had 3 boats, so go across to 3 boats, then down to 4th, a DSQ receives one more position point than the number of boats entered for the day. (4th place = 16 points), or 17 = 76 points for the day.

A NOTE FROM CHARLIE FOWLER, FLORIDA DISTRICT GOVERNOR

The first paragraph of this explanation was from Cal Hudson, former District Governor. He had a coupon on the back of this article that someone cut out and sent, leaving us unable to print this article in its entirety. However, you can see that we have been running the Cox-Sprague scoring since 1989, and because District boats show up at the chosen local fleet regattas, our District has grown from 3 to 8 fleets, and we have not lost any. This system works even if the local fleet is not very active.

Cox-Sprague Scoring Values

<table>
<thead>
<tr>
<th>NUMBERS ACROSS = NUMBER OF BOATS</th>
<th>NUMBERS DOWN = FINISHING POSITION</th>
</tr>
</thead>
<tbody>
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<td>2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20</td>
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Tight Rig Setup
by Dave Batchelor, FS 2324

Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and riggs new Flying Scots and has designed and given us advise on a couple of products that we have begun to sell specifically for these boats. The Tight Rig Kit and the Compass Tabernacle Bracket are just a couple of his ideas.

Step 1: Forestay Extender
I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.

Step 2: Rake Control
The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

Step 3: Re-Measurement
You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

Short Tangs for Flying Scot
Tight Rig (4 required)

Pin down to the chainplate at 5/8" or 3/4"

3/4" (0.750)
5/8" (0.625)

Tabernacle Bracket Installation

For Plastismo PL21162

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We can help with all your Flying Scot needs!
The Latest and The Best. Shipped Out Fast, 100% Guaranteed
We want to introduce you to Delavan Lake Yacht Club, location of the 2002 Flying Scot Wife Husband Regatta. Have any of you read the great one design sailors book, *Sailing Smart*, authored by one design Olympian and America’s Cup skipper Buddy Melges? Page one starts out with the line..."When I was a small child", referring to his family background in rural Wisconsin and then he states matter of factly, “We lived on Delavan Lake, just a few miles away.” Well, Delavan Lake is still near and dear to Buddy who is known to show up occasionally to sail his E Scow or conduct a sailing seminar or just to say hello.

Flying Scot Fleet #114 is pleased to announce the same Delavan Lake is the host location for your 2002 Wife Husband Regatta on June 15-16. Mark your calendars and plan to attend, you won’t be disappointed. We have been planning this event for some time and hope you can find time to make the trip to the great state of Wisconsin. We are about an hour north of Chicago. (Travel details forthcoming in the next issue of Scots’n Water)

To give you a little history, Delavan Lake celebrated its 100th anniversary in 1992! There is a rich and cherished history of this club dating back to the 1890’s where wooded scows and cotton sails ruled the yacht racing world. Even today, Delavan Lake Yacht Club is a very special place. A number of member families have direct ties back three and four generations to the founding members of the yacht club. When you enter the club there are many pictures, photos and trophies that date back to the start of the 20th century.

Today the club is fully modernized, air conditioned with showers, locker rooms, kitchen grill and bar. Parking is ample and an electric one ton hoist facilitates quick and easy launches although trailer launching is just as close. The lake is about 3 miles long and up to a mile wide with a Northeast/Southwest fetch, ideal for typical early June breezes.

Hope you can find time to attend! For more information check us out at www.dlyc.com. Questions? Call Frank Gerry at (630) 466-1161 or Jack McClurkin at (847) 991-8092.
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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

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Price includes bag, battens and royalty.
We would like a 50% deposit with order and balance upon delivery.

Mark Colors On Diagrams

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North American Championship
July 20-26, 2002

Housing Suggestions and Social Schedule
by Bernie Knight

HOUSING SUGGESTIONS
There is a wide range of options for your stay in Pensacola, ranging from budget motels to luxury hotels downtown to condominiums out on the beach. Actually, if there are four or more people in your party, a condominium on the beach can be an economical alternative to motels and a lot of fun. With the daily race schedule beginning after noon each day, and the beach being only 30-45 minutes away it can be a pretty neat way to go. A few suggestions:

- Pensacola Beach Vacation Rentals (850-932-3230)
call for condo rentals - BOOK EARLY
- Hampton Inn of Pensacola Beach (850-932-6800)
large high rise right on the gulf
- New World Inn (432-4111)
luxury downtown near waterfront, 10 minutes to PYC
- Grand Hotel (850-433-3336)
high rise luxury attached to old train station 10 minutes to PYC
- Suburban Lodge Extra (850-453-4140)
new with kitchenettes; closest to PYC - 10 minutes
- Holiday Inn Express (850-456-5731)
good bargain rates on Highway 29 N. 25 minutes away

In addition most motel chains have inns, mainly on the north side 20-25 minutes away with reasonable rates. Just call your favorite chain.

SOCIAL SCHEDULE - TENTATIVE

Saturday, 7/20
Registration and Sail Measuring (All entries for Junior NAC and Women’s NAC must be completed today)

Sunday, 7/21
Registration and Sail Measuring; Junior NAC and Women’s NAC; Welcome aboard party and competitors’ meeting

Monday, 7/22
NAC Qualification begins at 1300 hours with back to back races - Down South Fish Fry hosted by Dan and Terry Dees Kolenich. Free keg each day sponsored by Schurr Sails.

Tuesday, 7/23
NAC Qualification continues with starts at 1300 hours - rest of the day off (beach time and sight seeing - Museum of U. S. Naval Aviation is a GREAT visit) except for District Governors meetings and dinner

Wednesday, 7/24
NAC Championship and Challenger Divisions begin racing at 1300 hours with competitors’ meeting in the am. Cook your own steak on the lawn at PYC, grill and steaks and fixings and drinks provided for nominal fee

Thursday, 7/25
More racing at 1300 hours; Annual meeting and Dinner in ballroom - kind of dressy, if you want to be. It will be air conditioned.

Friday, 7/26
More racing at 1300 hours, unless announced to be different start time. Trophies and keg on the lawn following races. Dinner available a la carte in PYC ballroom (reservations required by Thursday night so the club can be ready for you) unless you really want to leave town fast.
Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube w/black Hypalon grip & rubber ball end. Urethane universal joint offers limited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts. $34.00 Clip to hold extension to tiller. $1.85

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

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

Transom Port 4"... Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Lomodel screw available. $9.65

Flying Scot® Embroidered Shirts & Caps... 100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Sailboat. Sizes: S-XL $45.00

Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXXL $28.00

Poplin 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. $9.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One size fits all. $9.00

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Trailex Aluminum Trailer... Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5’ and features 4’8” x 12’ trailer. Can be shipped at the factory or knocked down and shipped by truck (assembly required). $1675.00

Aquamarine Sailor II Compass & Mount... Features large yellow course line and 75 degree red bearing line, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck tops of the mast and is held in place by shock cord for easy installation. Price complete. $70.00

Plastimo Contest Tactical Compass & Mount... 3 1/4" card - read the horizontal surface for bearings. Hold the vertical surface at the 45 degree rubber line, tack through 90 degrees and you will read the same number on the opposite tack’s rubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete. $230.00

Tacktick Class Compass & Mount... Enjoy the competitive advantage of having a digital heading display and essential start timer. $380.00

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

Rudder Lift System... Features stainless steel bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow waters. Complete w/screws. $81.00

Swim Ladder... Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce main sail snags. Easiest way to get into the boat from the water. Complete w/screws. Ladder: $110.00 Grab Rail: $21.00

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

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A Cause Based on Experience

by Joan Nanna in *The Leadline*, Corinthian YC of Seattle Newsletter

Half way through the year I have found my Hillary-like cause, and it’s nowhere near as complicated as health care reform. Simply states - PUT ON YOUR LIFE JACKETS! Lately I have heard concerns from several sources about the issue of PFDs, so I don’t feel that I am alone in expressing this though.

OK! OK! - many of you know I am biased, having felt the cold sting of the Puget Sound water - twice. The time I was swept clear of the boat, I was pleased to find myself floating as a result of my personal rule on flotation. It was blowing over 20 and that’s enough for me to wear my PFD.

A few days ago, Lake Washington served up unusual 25 to 30 knot breezes with a few bonus puffs thrown in for kicks. A couple of boats had one or more people in the water. And guess what, not all wore life jackets. Fortunately no serious harm was done, but it makes you think.

Other instances come to mind, including the tragedy of Larry Klein. Recently a friend relayed the story of her husband being catapulted off a Melges during a breezy regatta, surfing behind the boat on the spin sheet until he was forced to let go. He was in the water quite a while - floating because of his PFD. As his boat couldn’t recover him quickly, he was picked up by another. The story might have been different without the trusty PFD.

So when is the right time for PFDs? I guess it’s a matter of opinion and choice. Some people have personal “rules” about flotation habits. “If you have to put foulies and boots on, the jacket goes on too.” or “If you’re on the foredeck or the wind is over X knots or whatever.” And of course the dinghy sailors wear them at our club and we did. I invoked that rule one gusty day in a women’s regatta. I calculated the time it would take for someone to go over, then to get the spinnaker down (hopefully, with no snags), turn back upwind and find her (hopefully with enough head above water to see), and make one or two passes before we get hold of her soggy butt and drag her aboard. The math added up on the side of caution.

So what keeps people from puttin’em on? Macho-ness is outmoded isn’t it? PFDs don’t have to be bulky and uncomfortable any more. Flotation can be had in very comfortable - even stylish - ways in a variety of jackets, Stormy Seas vests and Crewsaver inflatables. Maybe it is not reluctance, just plain not thinking in the heat of the tactics. Maybe it is in the inherent comfort of our normally mellow inland waters. But the Sound and the Lake can get nasty. Hey, if we are all smart enough to race boats, we’re smart! No excuse really.

We need to keep the choice in our hands and use it wisely. Most of us don’t want more rules handed down. We’re adults! Let’s use common sense and hope that we never have a tragic situation. I understand that St. Francis YC in San Francisco has a rule mandating life jackets, no matter the conditions. I’d hate to see it go to that!
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Westerville, OH
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Carlyle Sailing Association
Lake Carlyle, IL
For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, J01BL2@aol.com or check the CSA website at www.csa-sailing.org.

25th Annual Mayor’s Cup Regatta
June 1 & 2, 2002
Lake Townsend Yacht Club
Greensboro, NC
For more information, contact David Raper at (336) 643-7071, gwynedd22@worldnet.att.net

Flying Scot Midwestern District Championship Regatta and Annual Egyptian Cup Regatta
June 1 & 2, 2002
Carlyle Sailing Association
Lake Carlyle, IL
For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, J01BL2@aol.com or check the CSA website at www.csa-sailing.org.

2002 Wife Husband Championship Regatta
June 14 - 16, 2002
Delavan Lake Yacht Club
Delavan, WI
For more information contact co-chairs: Frank Gerry at (630) 466-1161, fgerry@mc.net or Jack McClurkin at (847) 991-8092, JMclurkin@aol.com. Visit the Delavan Lake Yacht Club website at www.dlyc.com.

Full Moon Regatta
June 15, 2002
Monmouth Boat Club
Red Bank, NJ
Skipper's meeting at 9:30 am; continental breakfast and lunch included. Entry fee will be waived for all skippers participating for the first time. For further information, contact Bill Ewing at (732) 530-6511 or ls5246@yahoo.com.

Annual Governor’s Cup Regatta
June 15 & 16, 2002
Carolina Sailing Club
Kerr Lake, NC
For further information, contact Joleen Rasmussen at (919) 732-5410, ejrasmussen@mindspring.com.

Greater NY District Championship Regatta
July 5 & 6, 2002
Westhampton Yacht Squadron
Remsenburg, NY
For more information contact Ed Surgan (631) 288-2069 (weekends), (201) 567-5307 (days), or visit www.yachtsquadron.org.

Continued on page 20
Continued from page 19

Flying Scot Canadian Championship and Michigan/Ontario Districts
July 13 & 14, 2002
Stony Lake Yacht Club
Stony Lake, Ontario
To include Greg Fisher Race Seminar. For more information on FSCC, please contact Douglas T. Smith at dtmsmith@sympatico.ca (705) 876-8559. For more information on Michigan/Ontario Districts contact Forest Rogers at forest@vibrodynamics.com (734) 954-0452.

North American Championship
July 20 - 26, 2002
Pensacola Yacht Club
For more information contact Bernie Knight at (850) 983-7247. Registration info to come in future issues of Scots’n Water.

2nd Annual Lake Saint Clair One-Design Invitational
July 20 & 21, 2002
Crescent Sails Yacht Club
Grosse Pointe Farms, MI
For more information contact Ted Jeske at (313) 647-9124.

New York Lakes District Regatta
July 20 & 21, 2002
Owasco Yacht Club, Fleet 181
Auburn, NY
For info contact Peter Whiting at 315-252-2709 eves; 315-253-5231 days; pwhiting@aol.com.

Sandy Douglass Memorial Regatta
July 27 & 28, 2002
Deep Creek Lake
Maryland
For more information, contact Ed Peters at (301) 797-7824 or barmusic01@hotmail.com.

97th Annual Ephraim Regatta
August 3 & 4, 2002
Ephraim Yacht Club, Fleet 44
Ephraim, WI
For more information contact Nancy Claypool at (504) 890-0935 or nclaypool1@cox.net. Visit the website at www.eyc.org.

New England District Regatta
August 3 & 4, 2002
Stone Horse Yacht Club
Harwich Port, MA
For more information contact Ned Steiger at (617) 268-8320, easteiger@yahoo.com or Chuck Winans at (561) 234-3386 (until May 1), winansca@mindspring.com.

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 reinforcement 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.

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

The Sailors’ Tailor
1480-ss West Spring Valley-Paint Road, Spring Valley, OH 45370
www.beanbag.com
16th Annual Invitational Regatta
August 10 & 11, 2002
Saratoga Lake Sailing Club, Fleet 161
Saratoga Lake, New York
For more information contact Peter and Ann Seidman (518) 877-8731, or email: pseidma1@nycap.rr.com, www.sailsaratoga.org

Eastern Women’s Invitational Regatta
August 10 and 11, 2002
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD
Contact Geri Meehan for more information at 703-293-9531 (Home); 301-387-7890 (Deep Creek Yacht Club/Weekends Starting Mdr April, 2002)

Harvest Moon Regatta
September 7 & 8, 2002
Atwood Lake
Dellroy, OH
For more information, contact Jack Stewart at (330) 823-7885 or jfssail@neo.rr.com

Annual Whale of a Sail Regatta
September 14 & 15, 2002
Carlyle Sailing Association
Lake Carlyle, IL
For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, J01BL2@aol.com or check the CSA website at www.csa-sailing.org.

Grant Annual Regatta
October 5 & 6, 2002
Cave Run Lake
Morehead, KY
For more information, contact Susie Stombaugh at (859) 885-3302 or fs2162@netzero.net.

NEW FLEET ANNOUNCEMENT!

We proudly announce the creation of Fleet 184. Fleet 184 is located at the Hunterdon Sailing Club (HSC) on Spruce Run Reservoir, Clinton, NJ. HSC (http://redkoh.com/hsc/index.htm) was founded in 1964 as a not-for-profit corporation to promote the sport of sailing, both competitive and recreational. HSC has been the host for regional and national championship regattas for a variety of fleets the Sunfish, Jet 14, Albacore, Force 5 and Daysailer. Members of HSC have won over two-dozen National Championships.

Spruce Run is the third largest reservoir in the state after Round Valley and Wanaque reservoirs. Seasonal use of a dry storage facility is available for a nominal fee.

Currently, we have 4 Flying Scot members and are hoping to increase membership.

For Further Information Contact:
Gary Nackman (Fleet Captain)
(908) 359-8927
Gary.Nackman@UMDNJ.edu

The best materials, cutting edge designs and the race extras. All for considerably less $. Give Quantum a try!

mreynolds@quansumsails.com - www.quansumsails.com/f8

Quantum San Diego
(formerly San Diego Sail)
619.226.2422
## 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>
<td></td>
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<tr>
<td></td>
<td>5443</td>
<td>Carl F. Gerster</td>
<td>643 Flowering Fields PO Box 1421</td>
<td>White Stone, VA 22578</td>
</tr>
<tr>
<td></td>
<td>3678</td>
<td>Robert Gordon</td>
<td>2665 W. Rock Road</td>
<td>Allentown, PA 18103</td>
</tr>
<tr>
<td></td>
<td>5443</td>
<td>Joseph A. Saznowski</td>
<td>327 Long Lane Farm</td>
<td>White Stone, VA 22578</td>
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<tr>
<td></td>
<td>4803</td>
<td>Dan Clark</td>
<td>1469 Kent Pt. Road</td>
<td>Kilmarnock, VA 24482</td>
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<tr>
<td></td>
<td>2777</td>
<td>James &quot;Jim&quot; P Floyd III</td>
<td>402 Weathergreen Dr.</td>
<td>Raleigh, NC 27615-3217</td>
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<tr>
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<td>48</td>
<td>5022</td>
<td>Dave Safirstein</td>
<td>21517 Deltmere Dr.</td>
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<tr>
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<td>36</td>
<td>5426</td>
<td>David Ortmayer</td>
<td>356 Maraca Street</td>
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<td>Greater NY District</td>
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<td></td>
<td>5422</td>
<td>Ed Flannigan</td>
<td>22 Van Wyck Lane</td>
<td>Lloyd Harbor, NY 11743</td>
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<tr>
<td></td>
<td>5492</td>
<td>David S. Johnson</td>
<td>130 Bodman Place Apt. #14</td>
<td>Red Bank, NJ 07701</td>
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<tr>
<td></td>
<td>4832</td>
<td>J. Gordon Milnes</td>
<td>97 Stavola Road</td>
<td>Middletown, NJ 07748</td>
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<td>Philip Schlecht</td>
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<td>Gulf District</td>
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<td>216</td>
<td>Tom &amp; Martha Bayer</td>
<td>717 Chantilly Rue</td>
<td>Green Bay, WI 54301</td>
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<td>5398</td>
<td>Jim Huemann</td>
<td>1322 Old Bay Road</td>
<td>McHenry, IL 60050</td>
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<td>5387</td>
<td>James M. Johnson</td>
<td>PO Box 1456</td>
<td>Traverse City, MI 49685</td>
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<td>1282</td>
<td>Bobby &amp; Kim Specht</td>
<td>4234 East 12000 North Road</td>
<td>Pedestone, ID 60468</td>
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<td>Robert Gallagher</td>
<td>10428 Shadyside Lane</td>
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<td>312</td>
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<td>Lexington, KY 40514</td>
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<td>Richmond, KY 40475</td>
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<td>136</td>
<td>Bertrand J. Bauer</td>
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<td>Colorado Springs, CO 80918</td>
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<td>274</td>
<td>Rick Bonner</td>
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</table>

New Members this report 20

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### Acrylic Flying Scot Covers

- made with 1st quality Sunbrello®
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

**Features**
- Cover has a tent-like fit
- Delrin zippers with flap
- Velcro enclosures for stays
- Hooded mesh vents
- Loops along hem for tie-down
- Hidden seams for UV resistance
- Heat cut edges will not fray
- Flat covers also available

**Options**
- UV proof Goretex thread
- Drawstring/shockcord in hem
- Sail # installation
- Custom multi-color panels/trim

**Prices**

<table>
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<th>Cover</th>
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<th>Blue</th>
<th>Other</th>
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<td>6” skirt</td>
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<td>Full-sided</td>
<td>$483</td>
<td>$498</td>
<td>$522</td>
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**ROOKE SAILS**

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www.rookesails.com

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**SCOTS ‘n WATER**
Caveat Emptor

FS 609 – Totally rebuilt two years ago. White hull. Two sets of sails, main and jib; two and a half HP motor; new cover; removeable motor mount; anchor and lines. Good condition. Located in Mystic, CT. $4000. Contact Don Seccombe at (508) 954-1782.


FS 2979 – Douglass built, excellent condition with relatively new mast, boom and centerboard gasket. Recently painted blue and white. Sails used for 4 years. Trailer in excellent condition. Located in Mansfield, OH. $3900. Contact Don Beddard at (419) 756-3903 or beddarddj@aol.com.


FS 4255 – Excellent condition. Indoor storage last ten years except for two day sails. Main, jib, spinnaker, anchor, compass, outboard bracket, and trailer. Located in Westport, MA. $6000. Contact Paul Kraus at (203) 393-2032, jankraus@aol.com.


FS 5218 – White deck, gray hull, green trim, mahogany centerboard cap. Schurr sails and spinnaker, roll-up sailbags, motor mount, galvanized trailer with spare wheel. Dry sailed, stored inside. Like new condition. Located in Port Townsend, WA. $8200. Contact Phil Meany at (360) 385-7363 or email to meany501@olympus.net.

SAILS AND MORE – Main and Jib in nice shape, always rolled, window in main, radials, foot shelf. Includes battens and sail bags (tubes) $400/set. Acrylic cockpit cover in red, boom-tent style, $150. New gooseneck assembly; many new Harken blocks, all 33% off inventory. SAILCOMP 103AC new in box, never installed, complete with instructions, $450. FS blueprint mounted in black picture frame, $40. Other parts and vintage Scots’n Water issues. Call Kevin @ (952) 473-7566 (days) or MacnCheez@aol.com.

CAVEAT EMPTOR = BUYER BEWARE

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

FSSA Class Flags for Sale!

They aren’t just for racing... they make a nice decoration for a deck or flagpole too.

You may order yours by using the order form on the back cover of Scots’n Water or by calling FSSA Headquarters at (800) 445-8629.
# 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></td>
<td>FSSA class flag</td>
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<td>FSSA Burgees</td>
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<td></td>
<td>FSSA Shirt</td>
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<tr>
<td></td>
<td>(Dark Blue, Denim, Red, Navy, White)</td>
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<td></td>
<td>Sizes: M, L, XL, XXL</td>
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<td>XXL:</td>
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<td>FSSA Hat (Red, Denim, Khaki)</td>
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<td></td>
<td>FSSA Necktie (Red, Navy)</td>
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<td></td>
<td>Roster Pages</td>
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<td></td>
<td>Bumper Stickers (S &amp; H included)</td>
<td>$1.50</td>
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<td>FSSA Blazer Patches</td>
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<td>Scot Print—“Sailing”</td>
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<td>Sixty Years Behind the Mast by Sandy Douglass</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
- $6.00 orders $10.00 & above

*Add Shipping & Handling (S&H)

**Total Amount of Sale**

**SHIP TO:** (Please Print)

- **NAME**
- **ADDRESS**
- **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 1-800-445-8629 between 8:30 am and 4:30 pm EST

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- **Street**
- **City**
- **State/Zip**

- Change: [ ] Temporary  [ ] Permanent

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

---

# District Governors

**CAPITOL DISTRICT**

Chris Swensen
1811 Harewood Lane
Crofton, MD 21114
(410) 721-2505
cswensen11@home.com

**CAROLINAS DISTRICT**

Larry Vitez
120 Traditional Lane
Charlotte, NC 28211
(704) 366-0466
lvitez@carolina.rr.com

**FLORIDA DISTRICT**

Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-6885
fowlsail@gate.net

**GREAT ER NY DISTRICT**

Josh Goldman
4 Marine Avenue
Westport, CT 06880-6920
(203) 454-0766
jaglp@aol.com

**GULF DISTRICT**

Larry Taggart
5806 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

**MICHIGAN-ONTARIO DISTRICT**

Forest Rogers
10118 Curtis
Pinckney, MI 48169
(734) 954-0452
forest@vibrodynamics.com

**MIDWESTERN DISTRICT**

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

**NEW ENGLAND DISTRICT**

Gary Werden
80 County Street
Walpole, MA 02081
(508) 359-6708
gary4619@email.msn.com

**NY LAKES DISTRICT**

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

**OHIO DISTRICT**

Barbara Griffin
208 Oakcrest Lane
Pittsburgh, PA 15236
(412) 653-3056
bardon87@aol.com

**PACIFIC DISTRICT**

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

**PRAIRIE DISTRICT**

Tylor Hall
8342 Bridle Dale
Lenexa, KS 66220
(913) 422-8869
tylorh@sound.net

**TEXAS DISTRICT**

Scott Mauney
9609 Brentgate Drive
Dallas, TX 75238
(214) 341-6243
smauney@flash.net