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Clockwise from top left: Greg Fisher, 2001 National Champion (photo by Bob Harrington); Harry & Karen Carpenter, 2001 Wife/Husband National Champions; Kelly Gough, 2002 MidWinter Champion (photo by Bob Harrington)

North Sails Flying Scot Results

2002
MidWinters - First
2001
National Championships - First
Wife/Husband National Championships – First

No. 1 in One Design
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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.

Scots ‘n Water

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EDITOR: Lynne “Sunshine” Hartman, P.O. Box 1066, Champaign, IL 61824-1066 (217) 355-1220, Fax (217) 355-2587, Email: gw7lyne@ao.com.

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Cover: 50 inches of snow at Flying Scot Inc.

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T he F S S A F l y i n g S c o t W e b s i t e i s o n l i n e . V i s i t i t a t h t t t m

U p d a t e s o n t h e w e b p a g e s w i l l o c c u r b e t w e e n t h e f i r s t a n d f i f t e e n t h o f t h e m o n t h . V i s i t t h e s i t e f r e q u e n t l y !
From the President
by Jim Harris, FS 4296

Charlie Fowler of the Florida District has been publishing a District newsletter for some time. The newsletter and its promotion of other activities such as regattas, seminars and fleet building have resulted in Florida becoming our fastest growing District.

Now two more Districts are beginning to publish newsletters. Tom Pinkel, Midwest District Governor, has distributed our first newsletter. In addition, he has contacted many boat owners, established the 2003 regatta schedule and encouraged FSSA membership. Barbara Griffin is planning an Ohio newsletter to be out in 2003. Newsletters are a great way to improve District activities. I encourage the rest of the District governors to follow the lead of Charlie, Tom and Barb.

Kay Summerfield will replace Sunshine Hartman as Scots'n Water Editor. Kay and Sunshine will work out the schedule of the transition. For now, continue to send your submissions to Sunshine. Sunshine has had a long and illustrious career as Editor and we will miss her. But more about her in a later issue.

Kay belongs to Toms River Yacht Club, Fleet 162 of the Greater New York District. You who attended the 2001 NAC's at Toms River will remember Kay as the Social Chair Extraordinaire. She and her husband (Fast Eddy) will be at the Midwinters, so it will be an opportunity to get acquainted with our new Editor.

We have rearranged some duties to improve our organization. Charlie Fowler is inaugurating the position of FSSA Membership Chair. Charlie volunteered for this job and I believe he will grow and improve FSSA. Incidentally, he informed me that all District Governors are members of his committee. Please give Charlie your support and ideas. (See article below).

We now have a permanent International Race Committee (IRC), rather than rotating this important function among the flag officers. This will provide consistency and expertise in this important position. Bill Ross, 1st Vice President, will be the chair of this committee. Bill has excellent qualifications for this job. He is a USSA judge and attends their meetings regularly. He has been the PRO for many regional and national regattas. He has selected the IRC committee and is hard at work to improve our regattas. If you have questions or concerns about the racing at FSSA sanctioned regattas, please contact Bill.

We will discuss these changes at the Midwinters Board of Governors' meeting in March. If you have items you would like brought up, please contact your District Governor.

Where Did They Go?
by Charlie Fowler, FS 5126

Every year Flying Scot Inc. turns out a number of boats, which means that we will have at least 50 or more new members in FSSA, right? Not necessarily. Our membership has been dwindling for the last 6 years from 2200 plus members in 1997 to just over 1500 today.

This is a situation that your board of directors has been struggling with for the past several years. We are open for suggestions! Just how do we make our Association grow? One of the things your Board has been looking into is to make your membership card more meaningful. Why is it important to belong? We have heard the normal answers: “It is the right thing to do.” “The Association plays a major part in keeping up the dollar resale value of our Flying Scots” (This is important for everyone.) “You get a Scots’n Water 6 times a year.” (Is your Scots’n Water full of the stuff you want to hear about? Let us hear from you. Yeah, yeah. I know.) Is the Scots’n Water of enough value to you to equal your dues?

One of the problems right now is that only members get Scots’n Water. We need to reach nonmembers! We don’t advertise outside of Scots’n Water! Your Board needs to create a more valuable membership card. It could include discounts for card members (for regatta fees, discounts from vendors, and whatever else we can think of. It may start small with the number of vendors, but I would expect the benefits to grow over time.

One of the other problems is lost boats and members. No one keeps track of them now. To the main point: Have you ever belonged to an organization that did not have a membership committee? Yes, you have. You’re in one now - FSSA. A membership committee will be proposed at the Midwinter Meeting. The Membership Committee will be made up basically of your District Governors. This proposal will bring on more work and more importance for your District Governor, whose other major chore will be to keep track of boats and owners within the district. The details will be presented at future meetings.

Again, your Board is open to suggestions, please - helpful suggestions with as much detail as you can put together. Contact your District Governor or me. Our addresses are listed in the front of Scots’n Water.

Have a great sailing season.
Take a Break - Heave To!
by Harold Levin, FS 3681

Fleet 76, Sharon, MA, runs two races on Lake Massapog most Sunday afternoons from April through October. We typically have three starts - two Flying Scot fleets and a Daysailor fleet. My wife and I usually finish in the middle of the Flying Scot B fleet. The twenty minutes or so before the next start does not give us enough time to return to the dock for a break.

We've found a good middle ground between actively sailing the boat and letting it drift aimlessly: it's the heave to maneuver. The boat safely sails itself, which gives us a welcome breather. Here's how to do it:

1. Start by sailing close-hauled (these steps assume you start on a port tack).
2. Come about to starboard as you usually would, except:
   - Call out “heave to” instead of “helm’s alee” (this is my favorite part).
   - Leave the jib sheet cleated, and
   - Once the boat passes nose to wind, let the main sheet run loose.
3. As the boat reaches about 45 degrees off the wind, center the tiller as you usually would, but this time keep moving it slowly until the tiller is at the starboard rail. If you move it too fast, the boat will reverse course and turn back to a port tack.
4. Secure the tiller. I loop the tiller tender shock cord around the end of the tiller extension.

The boat is now on a starboard tack with the jib back-winded, the mainsail flapping in the wind, and the tiller over on the starboard side. (See diagram). The boat will oscillate back and forth between about 30 and 65 degrees off the wind as it slowly moves upwind. Here's what's happening: the back-winded jib is causing the boat to fall off, while the rudder is heading it up. As the boat speeds up, the rudder “wins” and the boat heads up. As it heads up, it slows down; the rudder becomes less effective, and the jib “wins” causing the boat to fall off. The boat picks up speed, and the process repeats itself.

In this configuration, the boat sails itself - the crew's only task to watch for other boats. When it's time to head back to the line, follow these steps.

1. Move the tiller back to center.
2. Uncleat the jib and trim it on the starboard side.
3. Trim the main.

So next time you've got a few minutes to kill...heave to, and relax.

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**SCOT'S N WATER DISTRICT DEADLINES**

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Question: What are these men celebrating?
Answer: Flying Scot Racing on Sarasota Bay.

From left to right:
Al Hersey, retired business executive and financial consultant, has been the spark plug for the spectacular growth of Fleet 36 from 2 Scots two years ago to 22 today;
Chuck Koch, retired internist, has been winning races with or without a jib or tiller extension.
Ron Pletsch, marine designer, likes to round the windward mark in first place by starting late and tacking up the middle on every shift.
Seven to twelve Scots on the starting line have made this the largest competitive class on Sarasota Bay.

Photo and article submitted by Jeff Penfield

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Most Scot sailors are probably unfamiliar with the financial aspects of FSSA. The purpose of this report is to present a brief description of how we operate and an overview of our finances. The staff at FSSA headquarters handles all of our financial and accounting needs. They collect dues, royalties, and other income, and they pay all of our bills. As FSSA Treasurer, I review the financial reports prepared by FSSA staff. Each month I receive a packet of information including the account reports and copies of all bills we have paid. I review this information and compare the bills to the account reports.

As treasurer, I also track our income and expenses over several years so we can keep the overall financial picture in view. The following graphs help explain our recent financial trends. The two pie charts show where our money comes from and where it goes. The Income vs. Expense graph shows that our income has exceeded our expenses only 2 of the last 5 years. My records indicate over the last 7 years, we have broken even. The Dues Income graph shows our 2001-2 membership was down from the previous year, but as of January 31, 2003, we are ahead of where we were last year. The 5-Year Income Trends graph shows our income from various sources over the last 5 years. The 5-Year Expense Trends graphs show how our expenses have varied over the past 5 years. FSSA officers and staff are doing their best to reduce expenses. They are also working very hard to increase our membership so as to increase our income from dues.

Continued on page 8
Here is a summary of the 2001-2002 Fiscal Year:

Income $91,305.56  
Expenses $87,212.40  
Difference $4,093.16  
Total Balance as of 8/31/02 $48,791.44  

If you have any questions or concerns regarding our finances, please feel free to contact Susie Stombaugh at fs2162@psualum.com.

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A Time Not Soon Forgotten
(Based on a True Story)
by Shirley Schroeder
Reprinted with permission from Northern Breezes Magazine

"Oh, things couldn’t be better. Ten mph winds, blue sky with white fluffy clouds, Oshkosh here we come." Lana said, her golden brown eyes shining. "You sure know how to pick the weekends, Steve."

Steve winked at her and grinned. Then he adjusted the main of their 19 ft. Flying Scot sailboat and pointed a bit higher into the wind. They’d planned to take this trip for weeks. The weather forecast showed possible thunderstorms late in the day but he was sure they’d taken off early enough to beat them.

Two hours into the three-hour trip south, winds picked up and the clouds became thick and dark. It started to rain. Steve looked to the west and saw a flicker of lightning and heard the corresponding rumble of thunder. As they tacked upwind, he heeled the boat as much as possible to avoid attracting lightning to the 25 ft. mast. The wind continued to increase to 20 mph with gusts up to 25 as dark clouds marched across the sky.

"Coming about," Steve shouted. Lana jumped down, swung herself under the boom and scrambled to the high side while the boat flopped to its new position. The Scot pounded through three foot waves, she yanked the jib sheet into its cleat and quickly grabbed the sidestay to hold herself on the high side. She’d no more get set and Steve would tack again and more waves would pound over her. Back and forth they struggled, continuing to heel close to 45 degrees and yet keep the boat upright.

Thirty minutes later, Lana pointed ahead and shouted above the wind and waves. "Isn’t that the harbor to the Pioneer?" Steve took a glance and nodded. Heaving a sigh of relief, he tacked once again.

The couple docked and hastily tore the sails down. The thunder and lightning had stopped but the rain continued. How glad they were for their reservations at the resort. Dry clothes were just a few minutes away.

The next morning Steve frowned as he checked the weather. Treetops were whipping back and forth. The sky showed patches of blue with scattered gray clouds and they were moving smartly across the sky. The channel showed only ripples but when he looked out on the lake, he saw whitecaps. Winds had to be near 30 mph. Now what? Over breakfast the couple discussed their plans. "I checked the weather forecast and there are no storms today. Winds are out of the southwest at 25 mph with gusts to 30. That means a broad reach all the way home."

Lana scowled and said, "Are you sure it’s the whole way?"

When the waitress set their plates before them she remarked, "You aren’t thinking of going out in this wild weather, are you?"

Steve glanced up at her and said, "Appreciate your concern, but we won’t be doing much tacking where we’re going. Upwind would certainly be out of the question in this kind of wind but the boat will stay pretty flat on a broad reach. We should be OK."

The waitress raised her eyebrows, "If you say so. Good luck." She shook her head and left.

Lana looked at Steve and with a wry smile said, "If you think we’ll be OK, let’s go."

As the two readied their boat, they couldn’t help but notice they were the only ones preparing to sail.

Sue’s phone rang at 9:00 that beautiful Sunday morning and she ran to answer it. "Hi Sue. Are you ready? Winds are great for trying out my new Cat. I’ve got everything together. Can you meet me at the dock in half an hour?"

"Sounds great, Hal. I’m really excited but are you sure it isn’t too windy? Remember, I’ve never sailed before so I don’t want that boat going too fast."

"Naw. Winds like this make sailing fun. Yesterday when I went with the salesman he told me this boat will handle anything this lake can give me. We’ll be fine. See you soon."

He hung up the phone and gathered up his tiller, sail bag, sunscreen and headed for the door. Then he remembered the law about the life preservers and ran back to grab the two hanging by the door of his boathouse.

He’d just gotten the sail up when Sue arrived. She ran toward him, her long blond hair flying in the wind. She kissed his tanned cheek and said, "Where do you want me? In the middle of that canvas?"

Hal chuckled and said, "Anywhere’s fine."

Sue stepped on and immediately sat down. Hal handed her the life preservers and the rest of their gear. He then untied the bowline from the dock and pushed off.

Hal pulled the mainsheet in and the cat moved out. When he tried to tack he found it hard to keep the boat flat and decided maybe it’d be easier to handle things if he got away from the shoreline and out into the open waters. He turned the tiller and the cat sprang forward. Within minutes they were well out into the lake.

The boat seemed to plow through the waves and Sue held her breath as the water splashed over her. Soon she and Hal were soaking wet. She hung onto the side rails, trying not to show how scared she felt.

Continued on page 10
When Hal tacked again a gust caught the sail and flipped the Cat. He, Sue and all their belongings flew in different directions. Hal swam toward the overturned Cat only to find it elude him in the heavy winds. He swam harder but it kept just out of his reach. When he knew he couldn’t possibly catch the boat, he turned and swam back to Sue. She was treading water while waves pounded over her. As he swam toward her he grabbed one of the life preservers. He took it to her and together they clung to the only thing that would help them.

"Boy, this is a gusty one, George. Got any calls about trouble on the lake yet today?"

"Nope, but it’s early yet. Most people won’t go out until this afternoon. Any sense, they’d stay home today or go to a movie. But not around here. We have some real daredevils don’t we?"

George and Jake were on duty at the Sheriff’s office that Sunday morning. Included in their usual routine was keeping an eye on the lake. They often patrolled the waters checking on the fishermen and helping any boats that needed assistance.

When Steve raised the mainsail, he noticed an elderly gentleman walking slowly toward him.

"You sailed long, Bud?" the gentleman asked.

"Oh about seven years now. How about you?"

"Used to. Not up to it anymore. Sure you want to go out in this stuff today?"

"Well, we gave it a lot of thought and although I wouldn’t normally do it, our destination is about twenty miles north of here so we’re going to be sailing on a broad reach the entire way. It’s going to be rough getting out of the channel but once we’re out in the lake and head north we’ll be fine."

"Oh, I see. Well, won’t worry about ya then. Have yourself a safe trip."

"Thanks. We will."

Lana struggled the suitcase to the dock and Steve stored it under the back deck. Then she loosened the bowline, shoved the bow of the boat away from the dock and leaped on the deck. She barely got down in the boat when a gust caused it to heel sharply. Steve quickly shoved the tiller starboard and the boat leveled off. Back and forth they tacked, lines flapping on the mast, sails whipping wildly as the boat swung to each new position. This flopping back and forth continued all the way down the channel. When they were finally well out into the lake, Steve swung the bow north. The boat flattened out, the sails filled and everything quieted down.

Sue gasped as she once again sank under the cold water. She came up sputtering and gasping. Hal grabbed her around the waist and started talking.

"Hang on, Sue. We’re going to be OK as long as we hold onto this life preserver. If
Sue whimpered and tried to hold back tears as she clung to Hal and the life preserver.

"Let's try swimming toward shore."

"I - I do - don't know. I'm so tired. They wave - waves keep pounding me," she sputtered.

"Well, why don't we try, huh?"

Hal looked longingly down the lake at his catamaran growing smaller and smaller as the wind blew it further and further away from them. Their only chance to survive was to make it to shore and that seemed like miles away too. There was nothing else to do but try.

George hung up the phone and scowled at the notes he'd taken. "Jake. Get the boat out. Hurry. Just got a call from a Mrs. Johannes who lives on the lake. There's a catamaran lying on its side in front of her house. Be sure the lifering with the long line is in the boat. You stay with the phone. I'll check this out."

As Steve and Lana settled in for the long trip home, they looked ahead and saw what appeared to be a square-sailed vessel way off in the distance.

"Look," said Lana pointing ahead, "See that weird sail up there? Looks like a Chinese Junk. Ever seen one of those on these waters?"

"No, Sure looks strange, doesn't it?"

About twenty minutes into their trip, Steve looked off to his right and frowned. He thought he heard something. He shielded his eyes from the glare of the morning sun, and looked again. Then he heard voices.

"Look," he shouted. "Over there. Somebody's in the water."

Lana shielded her eyes and squinted into the sun. "Where?"

"There!" He said pointing again. "We're tacking. Bring in the jib."

He swung the boat east and the sails strained against the heavy winds. Lana yanked the jib in and climbed up on the high side.

They slowly made their way to the bobbing, screaming Hal and Sue. When they reached their side, they eased the sheets and the boat slowed. Hal grabbed the side of the boat with his muscular arms and climbed inside. While Steve worked the sail to keep the boat flat, Hal and Lana struggled to lift the shivering, limp Sue over the side of the boat and on to the floor. She was pale and her lips were blue. She was covered with goosebumps and shaking. Lana grabbed a jacket and covered her. Sue muttered, "Oh thank God you came along. Thank God."

"That sail ahead," said Steve, "Now I get it. It's no sail but the bottom of your overturned catamaran."

"That's right," Hal gasped, his breathing still heavy from the ordeal in the water. "Sail caught a gust of wind and flipped. Have no idea just how long we were in the water but it seemed an eternity. Sue was getting weaker every minute. I don't think she could have held on much longer. You have no idea how good your sail looked when we saw it coming."

"I'll bet," Steve said as he pulled the mainsheet in. He maneuvered the boat to as many of Hal and Sue's belonging as they could find and then headed for the overturned cat.

When they neared the Cat, they noticed a motorboat circling around. It started toward them as Steve and Lana let the sails go to slow the boat.

"Hal, are you sure you want to sail your Cat back? We'll be glad to tow it in and take you two back to your dock," Steve said.

"No, we'll be OK now. I just shouldn't have taken a new boat out so far until I knew her better. Let me get it righted and we'll be on our way. This time, we hug the shore."

Hal jumped in the water. He grabbed a line, threw it over the cat and then swam around and pulled on it. The cat came upright and rocked back and forth. Hal swung her into the wind and climbed on. He held the main sheet to steady the boat for Sue to board.

Lana helped Sue into the remaining life preserver and said, "Are you sure you're OK, Sue?"

Sue nodded slightly and with a weak smile said, "I think so. Thanks so very much for helping us."

While Hal and Steve hovered their boats together, George steered his motorboat up to them and asked if there was anything he could do. Both skippers assured him everything was now under control.

"I've been searching for you people for some time," he said. "Sure glad you're OK. Maybe I'd better follow you in just to be on the safe side."

Hal thanked him and then pulled the mainsheet in and sailed toward the shore.

Steve headed the Scot north. When underway, he glanced back to see the catamaran hugging the shoreline and slowly moving south. He said, "Good thing we decided to go home today, huh?" Lana nodded and after a brief pause added, "They're not going to forget this ordeal any time soon. Wonder if they learned anything?"

When George returned to the dock, he moored the boat and went into his office to write his report.

As he pondered the situation he couldn't help but feel he'd made a mistake in his search methods. He leaned back in his chair and sat deep in thought for quite some time. Then he said, "You know, Jake, I really learned something today."

"What's that?"

"Well, I probably circled around the overturned boat too long. Should have taken into account those strong winds. Heavy as they were and the position that Cat was in, on its side and all, I should have looked directly upwind. If that daysailor hadn't come along, well, I doubt they'd have made it."

"You're probably right but hey, they're OK so don't beat on yourself so much."

George shook his head and then leaned forward, picked up his pencil and wrote out his report.

Shirley Schroeder is a freelance writer from Wisconsin.
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The Case of FS07

by Derrick Lonsdale, FS 3907

The article by Tony Minniti in Volume 46, Issue #6, of Scots n’Water prompted me to offer some more information about my first Flying Scot, #7. In 1961 I was crewing for Tom Meaney at Edgewater Yacht Club in Cleveland, Ohio. Tom later became F/S president and I later became secretary for 1 year.

I was impressed with the Flying Scot and could not wait to get my own boat. In 1962 I had the opportunity to purchase #7. It was then owned by a member of the Taft family who had been using it as a “picnic boat” in Vermilion on the shore of Lake Erie.

I acquired the boat, two sets of sails, a trailer, and a canvas cover for winter use, for $1800.00, purchased a spinnaker and started to participate in the Edgewater Club races. One day, Tom Meaney told me that #24 had been sold by Howard to George Spencer and that Howard still had a suit of Thomas sails in his attic that he might sell to me. I knew Howard and I called him one evening. It happened that he was at a party and I asked him whether the sails from #24 might be for sale. He was generous enough to give them to me and I started to use these sails in preference to the baggy Boston sails that I had acquired with #7.

They were incredibly flat but seemed to move the boat well in all weathers. We did not have an adjustableouthaul and the leach of the main was fastened to the end of the boom with a “pigtail.” It has always seemed to me such a shame that we have constantly introduced gadgets and technology that have complicated the whole business of sailing this great boat. I think that Sandy’s philosophy was right. Rig the boat the same as all the others and may the best crew win. Admittedly, it is not as complex as in other classes but it is still too much part of the game. Anyway, with my wife, Adele, as crew, sometimes with one of my kids, we rapidly became one of the leading boats in the fleet that included Warner Williams, owner of an early Scot, Ken Perkins who owned #11 and George Spencer who owned #24. George, who is now retired in Florida still owned #24 the last time that I spoke to him.

With my “free” sails and my wife and one young son crewing with me, we won the District Nationals at Port Clinton, we thought in about 1965 or 66 as near as we can remember. On the last leg of the second race, I asked Adele to put up the spinnaker. She refused since she felt that the wind speed was too great. I am not sure, to this day, how we managed it, but I did get the spinnaker up and #7 took off like a scalded cat. We made the boat in the lead look as though it was dawdling and raced to an exciting first place that gave us the low points eventually to win the 3-day series.

One of the unbreakable rules at Port Clinton for all fleets was that the first three boats in any race had to sail past the committee boat on the finishing line and show all the safety equipment on board. If a lead boat failed to do this it would result in automatic disqualification for that race. Naturally, every boat made sure that this equipment was on board, just in case it came in within the first three.

As we sailed some hundreds of feet past the committee boat and as we were showing our equipment, the skipper of the race committee, who was standing on the flying bridge, shouted “Catch this!” His arm went back and he hurled the empty case from the shell that had been used to fire the winning gun. Even though we were moving fast, his throw was so accurate that I caught it in my hands. When a little piece came out in the local paper about our first place in the regatta, I cut it out and wrapped it around the empty shell case. It is by far and away my most treasured trophy and has a place of honor to this day in my home. I once beat Sandy Douglass at the Deep Creek regatta in one race, a very proud moment even though I was sure that he made a deliberate mistake to see me win! I remember a boat coming out from the shore in front of the club to talk to us because he was amazed that such an early boat could come in first in a race.

What was it about #7 that made it the best boat I have owned? Was it because it was built by Eric Ammann himself in about 1958, or thereabouts, when he had just started to work with Sandy in Cleveland? Was it because it was lightly built? I remember that when I was sailing on Lake Erie at sundown, the setting sun would light up the hull under the foredeck and it would look like one of those pumpkins that we light up at Hallow E’en! Perhaps the most important feature was that the early boats were equipped with very stiff, well built masts. When I eventually sold #7, a friend advised me to keep the mast because they were unavailable by then and Sandy had switched to another make of mast that could easily be bent in a strong wind. Unfortunately I did not do that and I soon realized the difference in masts when I sailed my updated purchase. When, to my surprise, #7 turned up at Cowan Lake in Ohio for Sandy’s 25th anniversary of building the Flying Scot, I was sorely tempted to buy her again. Unfortunately, I became aware that she had been parked on a beach at Deep Creek by a subsequent owner and the bottom needed a lot of work for it to be competitive.

I might say that I eventually sold #7 back to Sandy for a price that I could not resist. The very beautiful, custom, color-coded #2907 with which I replaced it was not as good a sailer. I was pretty sure that Sandy wanted as many of the early boats that he could lay his hands on to have them at Deep Creek as a fitting commercial for the class. After a few years, I sold that boat and

Continued on page 14
picked up 3907, that I still race at Berlin Yacht Club in Ohio. Notice the fact that both these boats retained the number 7 “for luck.”

Perhaps the reader can glimpse the nostalgia that was triggered by the article in which # 7 was mentioned. It seems that a boat should never be loved like that, since it is an “inanimate object,” but that is not the way sailors operate. A boat has its own personality and its association with family life and many adventures over the years become treasured memories. Not the least of those memories are those of Sandy, Mary and Eric with whom we became personal friends. When Eric came to crew with Sandy in Cleveland for the Nationals, he stayed with us and actually helped us to do our son’s paper route before we went down to Edgewater Yacht Club. There is no doubt at all that the Flying Scot and all its treasured associations have enriched our lives and I expect that my present boat, # 3907, will pass to my elder son in the near future.

Acrylic covers last “Twice as Long”?...

Twice as long as what?

Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that’s long! We know, because we’ve been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They’re light weight and colorful but they won’t hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you’re ready for a new boat cover, choose the quality standard of the industry...a cover by The Sailors’ Tailor.
North American Championship
2002 Results

Pensacola Yacht Club, FL • July 21 - 25

Due to bad weather only three races were held in each division. The racing was held as follows: Sunday, 21 July - It rained all day. No races were held. The Women's regatta was rescheduled to Tuesday. The Junior Regatta was sailed on October 20, 2002.

Monday, 22 July - Three qualifying races were held to determine the entrants for the Championship and Challenger divisions.

Tuesday, 23 July - The Women's regatta was held. Championship and Challenger crews were given a lay day. Wednesday, 24 July - It rained all day. No races were held. Thursday, 25 July - Three races were held for the Championship and Challenger Divisions.

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(M) denotes master skipper - age 55 or older

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Continued on page 17
SCHURR SAILS

Excellence in Design, Fabrication & Service

Design

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

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

Fabrication

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

Service

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

For more information call Steve Bellows, your Flying Scot Sailmaker

Name ______________________________________ Phone ________________ Sail # ____________

☐ 4.4 oz. Racing Cloth ☐ 5.3 oz. Cruising Cloth ☐ Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White

☐ Mainsail $710 ☐ Jib Radials $40 ☐ Brummels on Spinnaker $15
☐ Mainsail Radials $100 ☐ Jib Window $20 ☐ Spinnaker Turtle $15
☐ Mainsail Reef $55 ☐ Telltale Window $15 ☐ Mainsail Cover $120
☐ Mainsail Foot Shelf $50 ☐ Spinnaker-Crosscut $398 ☐ Tapered Battens $30
☐ Mainsail Window $20 ☐ Spinnaker-Triradial $510 ☐ Centerboard Gaskets $20
☐ Jib $300 ☐ Spinnaker-Biradial $510 ☐ Mainsheet Retainer $10

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

Mark Colors On Diagrams

Spinnaker Colors
Black Orange
grey Coast Gold
Natural Yellow
Purple FL-Yellow
Lt. Blue FL-Green
Ocean Blue FL-Pink
Green FL-Orange
Red FL-Raspberry

Pensacola Loft
490 South ‘L’ Street
Pensacola, Florida 32501
850/438.9354 / Fax: 850/438.8711
e-mail: loft@schurrsails.com
http://schurrsails.com
### CHALLENGER DIVISION

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(M) denotes master skipper - age 55 or older

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**Continued from page 15**
Ronstan Fixed X-10
Tiller Extension...
40" fixed length black anodized aluminum fluted tube w/black "Hyperlon" grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on snap-off mount system. Complete w/bolts...
$38.25
Clip to hold extension to tiller...
$1.95
Ronstan Telescopic X-10 Tiller Extension...
29-1/2" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. "Hyperlon" grip on outer tube & bell end on inner tube. Complete w/bolts...
$65.70
Clip to hold extension to tiller...
$2.55

Motor Bracket...
Two-part bracket that bolts to the transom. Stand-off part steps with the engine so that bracket is a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel/white hardwood board for engine clamps. Complete w/fasteners & complete...
$126.00

Bow Flotation Bag Kit...
Rescue buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting brackets & hardware. Gelcoat and/or resin not included. Replacement bag...
$41.70

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

Jiffy Reefing Kit...
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)
$50.10

Coming Soon: Carbon Fiber Spinnaker Pole...
Call for Details!
$198.00

Trailex Aluminum Trailer...
Lightweight extruded aluminum designed to keep boat low for easy across while rigging. Overall width is 7'5" and features 4 80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck. Assembly required.
$1675.00

Aquameeter II Compass & Mount...
Features large yellow course line and 45 degree red bearing lines, along w/an angle-of-heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.
$77.00

Plastimo Contest Tactical Compass & Mount...
3 1/2" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree bearing line. Last through 90 degrees and you will read the same number on the opposite tack's bearing line. Mahogany mount is held in place by shock cord for easy installation. Price complete.
$220.00

Tacktick Micro Compass & Mount...
Enter the competitive advantage of having a digital heading display and essential start timer.
$375.00

Stainless Steel Mast Sleeve...
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/vises.
$144.80

Rudder Lift System...
Features custom stainless bracket for lift line and shock cord to pull blade clean and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.
$83.00

Swim Ladder...
Telescoping, stainless steel two-step ladder that stows flat to the transom. Stainless web rail through hulls to deck. Low profile to reduce mainmast strain. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder...
$110.00

Main Sail Flotation...
For added security against turtling or burying the mainsail in the bottom, no modification to the boat or sails required for installation. Weight approx 2 lbs. Price complete.
$150.00

Flying Scot Inc.
Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa, MasterCard or American Express accepted.
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Fax: 301-334-4324 or Toll Free: 888-442-4043
Monday—Friday, 8am—4pm and Saturday, 9am—11pm
Visit our Web Site at www.flyingscot.com for a Complete Parts List!!!
Starting Line

Mt. Dora
April 5 and 6, 2003
Florida
For more information contact Chuck Smith at 407-880-1476, chuckswhines@prodigy.net.

Melbourne
April 12 and 13, 2003
Melbourne Yacht Club, Florida
For more information contact Bob Aversa at 305-604-8843.

2003 Chattanooga Choo-Choo Classic
April 26 and 27, 2003
Privateer Yacht Club
Chattanooga, TN
For more information contact Bill Robertson (423) 870-8334, email: dbspohn@worldnet.att.net.

Lake of the Woods Invitational
April 26 and 27, 2003
Locust Grove, VA
Contact Jim Lee at 540-972-8920 or jimmy.lee@lowsc.org.

Jax Mug Race
May 3 and 4, 2003
Rudder Club, Florida
For more information contact Jon Hamilton at 352-392-2999, hamilton@ufl.edu.

Great 48 Regatta
May 3 and 4, 2003
Lake Norman Yacht Club
Charlotte, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com.

Buckeye Regatta & Ohio District Championship
May 17 and 18, 2003
Hoover Sailing Club
Columbus, OH
For more information and registration contact Brian Pace Aolani_98@yahoo.com or Jay Huling jhuling@wideopenwest.com

Southern Regional Championship
May 24 and 25, 2003
Southern Yacht Club
New Orleans, LA.
Contact Larry Taggart at 504-482-7358 or tagline@uas.net.

Egyptian Cup Regatta
May 31 - June 1, 2003
Carlyle Sailing Association
Carlyle, IL
Check back for more information.

Greater New York District Championship
May 31 - June 1, 2003
Indian Harbor Yacht Club
Greenwich, CT
Contact Josh Goldman at 203-454-0768 or jaglpr@aol.com.

Texas District Championship Regatta
May 31 and June 1, 2003
Lake Canyon Yacht Club
Canyon Lake, TX
For more information contact Jeff Foerster.
Phone 210-832-8552 or email JFoerster@aol.com.

Maysors Cup Regatta
June 7 and 8, 2003
Lake Townsend Yacht Club
Greensboro, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Founders Cup Regatta
June 7, 2003
Old Greenwich Yacht Club
For more information contact Dave Olser at 203-975-9166, ddosler1@aol.com

Top of The Lake Regatta Midwest Districts Tune-up
Neenah-Nodaway Yacht Club
Neenah, WI
More info at www.mnyc.org

Full Moon Regatta
June 14, 2003
Monmouth Boat Club
Red Bank, NJ
Skipper's meeting at 9:30 am, continental breakfast and lunch included. For further information contact Bill Ewing at (732) 530-6511 or fs5246@yahoo.com

Wife Husband Regatta
June 20 - 22, 2003
The Grand Maumelle Sailing Club
Little Rock, AR
Check back for more information.

Douglass/Orr Invitational
June 21 & 22, 2003
Sprite Island Yacht Club
East Norwalk, CT
For further information contact Melanie Dunham at (845) 853-0619, fs2601@aol.com or, Peter Feick at (203) 762-7150 psfeicksr@aol.com

Governor's Cup Regatta
June 21 and 22, 2003
Kerr Lake Reservoir
Henderson, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Continued on page 21
A Scot’ers Delight…

On the lee side, sunny and beautiful. You’re on the water all day, sailing with friends and family. You’re on the water all night, dining, entertaining, relaxing on a floating vacation villa. What could be better than a week on the water. And the best part is, not everyone has to do the same thing at the same time!

Welcome to Lake Murray Bed and Berth

A perfect vacation destination for Scot enthusiasts, Bed and Berth offers a unique, affordable get-away on scenic Lake Murray – a 5,728 acre, crystal clear, spring fed lake located minutes from Ardmore, Oklahoma.

Each of our spacious, floating villas (which sleep up to 8) will provide you and your crew:
  - Two bed rooms
  - Two full baths
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  - A living/kitchen/dining area
  - Wrap-around deck and balcony

Your Scot will be at your door step.

Lake Murray Bed and Berth is an ideal location for:

  sailing • racing • holding mini regattas

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www.oklahomabedandberth.com

Continued on page <None>
Continued from page 19

2003 Pig Roast Regatta
June 21 and 22, 2003
Flying Scot fleet #1 • Cowan Lake
Near Willmington, OH
For more information contact Shaun Clements at (513) 779-0220 or ShaunClements@cinci.rr.com

2003 Midwest Districts
June 27 - 29, 2003
Delavan Lake Yacht Club
Delavan, Wisconsin
For more information contact Jack McClurkin at jmcclurkin@aol.com or 847-991-8092, or go to www.dlyc.com

New England District Regatta
June 28 and 29, 2003
Massapoag Yacht Club
Sharon, MA
For more information, contact Diane Kampf at 508-234-8047 or dianekampf@charter.net. Visit our website for directions and registrations: http://sailmyc.org

Michigan/Ontario Districts
July 12 and 13, 2003
Crescent Sail Yacht Club
Lake St. Clair, Grosse Pointe Farms, MI
For more information contact Chris Bahash, Fleet Captain, cbahash@yahoo.com, 313-885-8111 or Forest Rogers, fs5230@aol.com, 734-954-0452.

Oriental Sailing Social
July 12 and 13, 2003
North Carolina
Contact Larry Vitez for more information lvitez@carolina.rr.com

North American Championship
July 19 - 26, 2003
Lake Norman Yacht Club
Near Charlotte, NC
For more information visit the Lake Norman YC website at www.lakenormanyachtclub.com

98th Annual Ephraim Regatta
August 2 and 3, 2003
Ephraim Yacht Club, Fleet 44
Ephraim, WI
For more details, contact Nancy Claypool (504) 899-0835 or nclaypool1@cox.net and check the website at www.eyc.org

Hoop Hole Regatta
August 2 and 3, 2003
Morehead City Boating Club
Morehead City, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Sandy Douglass Memorial Regatta
August 2 and 3, 2003
Deep Creek Lake, Maryland
For more information contact: Ed Peters at 301-797-7824 or barmusic01@hotmail.com

17th Annual Saratoga Lake Flying Scot Invitational Regatta
August 9 and 10, 2003
Saratoga Lake, NY
For more information contact Peter and Ann Seidman 518-877-8731, pseidma1@nycap.rr.com, www.sailsaratoga.org

Eastern Women’s Invitational Regatta
August 9 and 10, 2003
Fleet 6, Deep Creek Lake
Deep Creek Lake, MD
Ladies Come On Come All!!! Have a great weekend of sailing and enjoy meeting other women sailors. Most years we have had great winds. Contact Geri Meehan for more information 703-293-9531 (Home) 301-387-7890

Massapoag Yacht Club 54th Annual Regatta
September 6 and 7, 2003
Massapoag Yacht Club
Sharon, MA
For more information contact Diane Kampf 508-234-8047 or dianekampf@charter.net. Visit our website for directions and registrations: http://sailmyc.org

Lake Murray Sailing Club
September 13 and 14, 2003
Columbia, SC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Flying Scot Fleet 24 Regatta
September 20, 2003
Candlewood Yacht Club
New Fairfield, CT
Contact Fleet Captain Andy Fox: AndyFox@alum.american.edu or (860) 354-6161. More Details to follow...

Hot to Trot Regatta
September 27 and 28, 2003
Portage Yacht Club Fleet #20
Pinckney, Michigan
Contact 1: Fleet Captain, Jim Davis jcdavis784@yahoo.com or 810-231-7784. Contact 2: PYC Office sail@ms-pyc.com or 734-426-4155

VISA Regatta
October 4 and 5, 2003
North Carolina
Contact Larry Vitez for more information lvitez@carolina.rr.com

Fall 48 Regatta
November 1 and 2, 2003
Lake Norman Yacht Club
Charlotte, NC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Fleets In

FSSA CAJUN COUNTRY CHAMPIONSHIP
LAKE ARTHUR, LA
NOVEMBER 23, 2002

At Lake Arthur, Louisiana, eight Flying Scots competed in the FSSA Cajun Country Championship on Saturday 23 November 2002. The weather was comfortable with a 6 knot breeze out of the southeast for the first race and a southerly 3 knot breeze for the third race. Race management by Jim O’Neal, Chris Luppens, and Phil Stutes as excellent. The courses were all windward-leeward.

Once again Charlie Buller with brother Andy crewing won the CCC. District Governor Larry Taggart was second. Larry in years past has won this regional competition more than once. After the races and a red beans and rice supper FSSA Fleet 153 had its annual meeting. The Fleet accepted Pelican Yacht Club offer to host the 2003 FSSA CCC on False River, Louisiana. Al Rees was recognized as 2002 Fleet Champion. For 2003 Fleet members elected Maurice Sullivan Captain and Al Rees Secretary.
### New Members

<table>
<thead>
<tr>
<th>Fleet District</th>
<th>Boat #</th>
<th>Name</th>
<th>Address</th>
<th>City, State &amp; Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol District 4</td>
<td>1659</td>
<td>Mark E. O’Liddy</td>
<td>797 Windgate Drive</td>
<td>Annapolis, MD 21401</td>
</tr>
<tr>
<td></td>
<td>2100</td>
<td>Georg Shultz</td>
<td>6233 Abbottsburry Row</td>
<td>Alexandria, VA 22315</td>
</tr>
<tr>
<td></td>
<td>578</td>
<td>Judi &amp; Bill Burnett</td>
<td>1180 Creek Road</td>
<td>Carlisle, PA 17013</td>
</tr>
<tr>
<td></td>
<td>4722</td>
<td>Sandra &amp; L. Burford</td>
<td>3261 First Road North</td>
<td>Arlington, VA 22201-1029</td>
</tr>
<tr>
<td></td>
<td>137</td>
<td>Scott Rigell</td>
<td>1301 Tallys Point Road</td>
<td>Virginia Beach, VA 23454</td>
</tr>
<tr>
<td></td>
<td>4213</td>
<td>Bryan Schemp</td>
<td>59 W. Sandy Point Drive</td>
<td>Poquoson, VA 23662</td>
</tr>
<tr>
<td>Carolina District</td>
<td>3768</td>
<td>John L. Davidson</td>
<td>213 Ruby Road</td>
<td>Mooresville, NC 28117</td>
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<tr>
<td></td>
<td>48</td>
<td>Maureen De La Houssaye</td>
<td>12524 Shelter Cove Lane</td>
<td>Charlotte, NC 28216</td>
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<tr>
<td></td>
<td>1284</td>
<td>Brent Creelman</td>
<td>315 Front Street</td>
<td>Beaufort, SC 29902</td>
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<td></td>
<td>78</td>
<td>Barry Hewett</td>
<td>320 Broad Creek Loop Road</td>
<td>Newport, VA 28570</td>
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<td>158</td>
<td>Robert Sweet</td>
<td>185 Irwin Road</td>
<td>Lexington, SC 29903</td>
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<td></td>
<td>5477</td>
<td>Ford C. Barton</td>
<td>7801 Cary Ridge Drive</td>
<td>Charlotte, NC 28277</td>
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<tr>
<td>Florida District 43</td>
<td>36</td>
<td>Gary Alderman</td>
<td>PO Box 367</td>
<td>Palmetto, FL 34252</td>
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<td>520</td>
<td>Fred Strammer Jr.</td>
<td>132 Bayview Drive</td>
<td>Nokomis, FL 34275</td>
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<td>87</td>
<td>Adam Brewer</td>
<td>1254 Tall Pine Trail</td>
<td>Gulf Breeze, FL 3526</td>
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<td>131</td>
<td>David C. Strickland</td>
<td>12534 Gentle Knoll Court</td>
<td>Jacksonville, FL 32258</td>
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<td>168</td>
<td>Bill Adikes</td>
<td>2004-B Beach Trial</td>
<td>Indian Rocks Beach, FL 33785</td>
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<td>168</td>
<td>William E. McQuirk</td>
<td>4800 S. West Shore Blvd., Apt. 912</td>
<td>Tampa, FL 33611-3034</td>
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<tr>
<td></td>
<td>179</td>
<td>Maurice (Moe) Harrison</td>
<td>525 Lake Drive</td>
<td>Tifton, GA 31794</td>
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<td>183</td>
<td>Doug Hart</td>
<td>3198 Riddle Road</td>
<td>West Palm Beach, FL 33456</td>
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<tr>
<td>Greater NY District 12</td>
<td>4567</td>
<td>Nathaniel Brinn</td>
<td>7 St. Andrews Drive</td>
<td>Avon, CT 06001</td>
</tr>
<tr>
<td></td>
<td>811</td>
<td>Christopher Keenan</td>
<td>1201 Woodlynee Blvd.</td>
<td>Linwood, NJ 08221</td>
</tr>
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<td></td>
<td>97</td>
<td>Steve Okinow</td>
<td>77 Hillside Avenue</td>
<td>Short Hills, NJ 07078</td>
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<td>137</td>
<td>Chris Heidrick</td>
<td>46 Kimberly Court</td>
<td>Mountoohann, NJ 08852</td>
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<tr>
<td></td>
<td>132</td>
<td>William M. Murphey III</td>
<td>PO Box 861</td>
<td>Island Heights, NJ 07608</td>
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<td>136</td>
<td>John Mangan</td>
<td>2419 Laurel Drive</td>
<td>Cliffwood, NJ 08077</td>
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<td>178</td>
<td>Bernie Kosinski</td>
<td>25 McCutcheon Court</td>
<td>Middletown, NJ 07748</td>
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<td>182</td>
<td>Chet, Barb &amp; Emma Ensign</td>
<td>38 Fire Station Avenue</td>
<td>Maplewood, NJ 07440</td>
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<td></td>
<td>182</td>
<td>Bob Corney</td>
<td>729 Kings Highway</td>
<td>Moorestown, NJ 08057</td>
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<td>183</td>
<td>Mike Corney</td>
<td>1 Cross Lane</td>
<td>Corlidanis MHR, NY 10067</td>
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<tr>
<td>Gulf District 16</td>
<td>2260</td>
<td>Kenneth J. Wink</td>
<td>6228 Canal Blvd.</td>
<td>New Orleans, LA 70124</td>
</tr>
<tr>
<td></td>
<td>3113</td>
<td>Bruce T. Johnston</td>
<td>P.O. Box 320249</td>
<td>Montgomery, AL 36123-0249</td>
</tr>
<tr>
<td></td>
<td>5198</td>
<td>Katherine Santa Cruz</td>
<td>499 Dan Russell Drive</td>
<td>Bay St. Louis, MI 39520</td>
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<tr>
<td></td>
<td>5104</td>
<td>Mike &amp; Barbara Sherlock</td>
<td>12365 SW 112St. Rd.</td>
<td>Durnellon, FL 34432</td>
</tr>
<tr>
<td>Michigan-Ontario District 20</td>
<td>5456</td>
<td>John P Hegener</td>
<td>225 Guilford Road</td>
<td>Bloomfield Hills, MI 48304</td>
</tr>
<tr>
<td></td>
<td>3755</td>
<td>John Selby</td>
<td>88005-36GE</td>
<td>Jonesboro, IN 46038</td>
</tr>
<tr>
<td></td>
<td>784</td>
<td>James &amp; Marie Davis</td>
<td>8019 Northridge Drive</td>
<td>Brighton, MI 48116</td>
</tr>
<tr>
<td></td>
<td>4529</td>
<td>Dan O’Haver</td>
<td>3603 Meadow View</td>
<td>Dexter, MI 48130</td>
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<tr>
<td></td>
<td>2604</td>
<td>Alan Cheney</td>
<td>11709 Eden Trail</td>
<td>Eagle, MI 48822</td>
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<td>Kent Davis</td>
<td>1 Locust Court</td>
<td>Albin, MI 49224</td>
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<tr>
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<td>Lisa Bahash</td>
<td>12756 Hawerhill</td>
<td>Plymouth, MI 48170</td>
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<tr>
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<td>4909</td>
<td>Chris Bahash</td>
<td>360 East Maple, Suite T</td>
<td>Troy, MI 48093</td>
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<td>1212</td>
<td>Larry Breskin</td>
<td>1419 Nottington</td>
<td>Grose Poite Park, MI 48230</td>
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<tr>
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<td>Patrick Flannagan</td>
<td>895 2nd Avenue</td>
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<tr>
<td>Midwestern District 24</td>
<td>2076</td>
<td>Lyle R. Holm</td>
<td>26617 N. Lipsett Crd Road</td>
<td>Spooner, WI 54801</td>
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<tr>
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<td>Howard Sweet</td>
<td>506 W. Shore Drive</td>
<td>Madison, WI 53715</td>
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<td>Tom Dickson</td>
<td>1326 Washington Avenue</td>
<td>Wilmette, IL 60091</td>
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<td>Robert Alt</td>
<td>3105 Grandview Blvd.</td>
<td>Madison, WI 53713</td>
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<td>Larry Arnoudsseni</td>
<td>W 6995 Fire Lane 3</td>
<td>Menasha, WI 54952</td>
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<tr>
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<td>4651</td>
<td>Tim Grabacki</td>
<td>1370 Oak Ridge Road</td>
<td>Barrington, IL 60010</td>
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<tr>
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<td>Craig Linsday</td>
<td>5050 Trenton Lane North</td>
<td>Plymouth, MI 53042</td>
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<tr>
<td>New England District 28</td>
<td>2406</td>
<td>Peter Boyle</td>
<td>231 Longview Drive</td>
<td>Centerleville, MA 06283</td>
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<tr>
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<td>2082</td>
<td>Roger Sharp</td>
<td>36 Stewart Street</td>
<td>Franklin, MA 02388</td>
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<td>76</td>
<td>Henry (Ski) &amp; Laura Russell</td>
<td>815 Massapag Avenue</td>
<td>Sharon, MA 02067</td>
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<td>105</td>
<td>Fred Baker</td>
<td>21 Fifth Avenue</td>
<td>Scituate, MA 02066</td>
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<td>187</td>
<td>Robert, Anita &amp; Jakob Hans Gokey</td>
<td>1028 Main Street</td>
<td>Melrose, MA 02176</td>
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<tr>
<td></td>
<td>4224</td>
<td>Eric &amp; Gloria Woljaszek</td>
<td>24 Eaton Street</td>
<td>Wakefield, MA 01860</td>
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<tr>
<td></td>
<td>4284</td>
<td>Ed &amp; Marre Woljaszek</td>
<td>27 Arbutus Avenue</td>
<td>Chelmsford, MA 01828</td>
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<tr>
<td></td>
<td>218</td>
<td>Robert J. Samuelson</td>
<td>11 Wiswall Circle</td>
<td>Wellesley, MA 02482-6320</td>
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<tr>
<td>New York Lakes District 29</td>
<td>24</td>
<td>Rob &amp; Linda Cohen</td>
<td>207 Gardner Hollow Road</td>
<td>Poughquag, NY 12570</td>
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<tr>
<td></td>
<td>181</td>
<td>David Lockwood</td>
<td>17 Ridge Place</td>
<td>Latham, NY 12110</td>
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<tr>
<td>Ohio District 32</td>
<td>3198</td>
<td>Mark Brown</td>
<td>201 Southview Road</td>
<td>Dayton, OH 45419</td>
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<tr>
<td></td>
<td>5451</td>
<td>Mark A. Foglesong</td>
<td>7801 Ridge Road</td>
<td>Indianapolis, IN 46240</td>
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<tr>
<td></td>
<td>2445</td>
<td>Martha Swettenlitsch</td>
<td>118 N. Vine Drive</td>
<td>Westerville, OH 43081</td>
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<td></td>
<td>65</td>
<td>Bob Hotchick</td>
<td>1875 Warner Road</td>
<td>Hubbard, OH 44425</td>
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<tr>
<td></td>
<td>4481</td>
<td>Bernard Wiel</td>
<td>35 Highland Rd #3105</td>
<td>Bethel Park, PA 15102</td>
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<tr>
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<td>185</td>
<td>David Davison</td>
<td>1758 Massey Circle</td>
<td>S. Charleston, WV 25303</td>
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<tr>
<td></td>
<td>4348</td>
<td>Jim Dinger</td>
<td>696 Hill-n Dale Road</td>
<td>Lexington, KY 40503-2164</td>
</tr>
<tr>
<td>Pacific District 36</td>
<td>3250</td>
<td>Tom Brock</td>
<td>3051 Frye Street</td>
<td>Oakland, CA 94602</td>
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<tr>
<td></td>
<td>381</td>
<td>R. Cauldwell</td>
<td>PO Box 62</td>
<td>Inverness, CA 94937</td>
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<tr>
<td></td>
<td>2273</td>
<td>Scott Brim</td>
<td>516 N. Louisiana</td>
<td>Kennewick, WA 99335</td>
</tr>
<tr>
<td>Prairie District 8</td>
<td>2067</td>
<td>Jim Watson</td>
<td>5005 Read Street</td>
<td>Omaha, NE 68112</td>
</tr>
<tr>
<td></td>
<td>2185</td>
<td>Shirley Blc</td>
<td>7708 Country Club Court</td>
<td>Clayton, MO 63105</td>
</tr>
<tr>
<td>Texas District</td>
<td>9097</td>
<td>Rick Swazez</td>
<td>2004 Peavy Road</td>
<td>Dallas, TX 75228</td>
</tr>
</tbody>
</table>

New Members this report: 74
Caveat Emptor

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


FS 1660 – Gordon Douglass built, dark blue hull, 2 sets of sails, TrailMaster trailer, mooring cover, sail Boom cover, Minn Kota Electric motor. $3000. Located in New Jersey. Contact Beth Albano (973) 627-5960, tgelb@geraldipress.com.


FS 2713 – Customflex built 1975, white deck, orange hull, new blue antifouling paint on bottom. Main, two jibs, spin-naker. First class hardware. Anchor, compass, Minn Hota trolling motor, battery. Tilt back trailer with spare. Mooring cover, cockpit cover and trailer cover. $3500. Located in Altoona, PA. Contact Steve Currier (814) 946-7097.


FS 4040 Douglass built in 1985. Good condition. Ivory hull and deck. Schurr sails, motor mount, mooring cover, Tee-Nee Trailer with spare. Dry sailed only. $4500 Located in Phoenix, AZ. Contact John Jones (480) 614-8343, JJ1@qwest.net.


FS 4784 – Douglass built in 1991. Excellent condition, main, jib, spin-naker, motor mount, swim ladder, mast flotation, travel cover, galvanized trailer, custom dry dock mooring system and tiller storage tube, padded rudder bag, 12v navigation lights and outlets, underdeck storage, w/optional 2001 5hp mercury outboard $7500. Located in Minneapolis, MN. Contact Tim Rollman, (612) 414-4353, tim@exceleng.net.

FS 5021 – Like new, cream deck, white hull, medium blue trim and water line. Main & jib, jiffy reefing, galvanized trailer, sailor’s trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket, 2HP Evinrude, $9000. Located in Otis, MA. Contact Maurice Gerson (413) 269-6542.


WANTED: During my nearly 25 years sailing Scots I have accumulated enough parts to assemble another Scot or two, except the hull. Who has a decent hull for sale? Don’t need spars, sails or trailer. Contact Steve Hartman F3 3205 217-359-5835 fax 217-359-3833 steveh@jmapts.com.
### Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
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<td>FSSA burgees</td>
<td>$15.00</td>
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<tr>
<td></td>
<td>FSSA shirt (Dark Blue, Denim, Red, Navy, White)</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 - “Sailing”</td>
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<td></td>
<td>Sixty Years Behind the Mast by Sandy Douglass</td>
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<td>Highlights of Scots'n Water</td>
<td>$16.00</td>
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<td>Total Amount of Sale</td>
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**S & H Charges:**
- $6.00 on orders up to $25.00
- $8.00 on orders $25.01 - $50.00
- $10.00 on orders $50.01 - $100.00
- $20.00 on orders $100.01 or more

**Merchandise Total:**
- Add Shipping & Handling (S&H) to total amount of sale

**SHIP TO:**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>STATE</th>
<th>ZIP</th>
</tr>
</thead>
</table>

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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### District Governors

**CAPITOL DISTRICT**
Chris Swensen
1811 Harewood Lane
Crofton, MD 21114
(410) 721-2505
cswensen11@comcast.net

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

**FLORIDA DISTRICT**
Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885
towelais@gate.net

**GREATER NY DISTRICT**
Josh Goldman
4 Marine Avenue
Westport, CT 06880-6920
(203) 625-0768
jaglpr@aol.com

**GULF DISTRICT**
Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
tagline@usa.net

**MICHIGAN-ONTARIO DISTRICT**
Forest Rogers
10118 Curtis
Pinckney, MI 48169
(734) 954-0452
FS5230@aol.com

**MIDWESTERN DISTRICT**
Tom Pinkel
3738 Boatmans Point
Belleville, IL 62221
(618) 632-0712
tspinkel@charter.net

**NEW ENGLAND DISTRICT**
Gary Werden
50 Dammon Road
Hanover, MA 02339
(508) 359-6708
gary4619@msn.com

**NY LAKES DISTRICT**
Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
psedm1a1@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@netscape.net

**PRAIRIE DISTRICT**
Taylor Hall
8342 Bridle Dale
Lenexa, KS 66220
(913) 422-8669
tylorh@sound.net

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